

**HEADQUARTERS  
EIGHTH UNITED STATES ARMY  
UNIT #15236  
APO AP 96205-5236**

**Eighth United States Army Regulation  
No. 95-1**

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Aviation**

**EIGHTH UNITED STATES ARMY GENERAL AVIATION PROVISIONS,  
FLIGHT PROCEDURES AND TRAINING GUIDANCE**

**SUPPLEMENTATION.** Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from HQ, Eighth United States Army, (G-3 Aviation Division (EAGC-EA-ES)), Unit #15236, APO AP 96205-5236.

**INTERNAL CONTROL PROVISIONS.** This regulation does not contain Management Control Checklist.

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**\*This regulation supersedes Eighth United States Army Reg 95-1, 14 April 2003.**

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**CHAPTER 1**

**GENERAL**

**1-1. PURPOSE.** This regulation prescribes Eighth United States Army aviation policies and procedures for aircraft operations, aircrew requirements, flight rules and the Eighth Army aviation standardization program.

**1-2. APPLICABILITY.** This regulation applies to all United States Army aircraft systems, persons involved in the operation of such systems, and units with such systems assigned, attached, OPCON or deployed under the control of Eighth United States Army.

**1-3. REFERENCES.** Required and related publications and forms are listed in appendix A.

**1-4. EXPLANATION OF ABBREVIATIONS AND TERMS.** Abbreviations and special terms used in this regulation are explained in the glossary. Do not use these as standard abbreviations.

**1-5. RESPONSIBILITIES.**

a. The Eighth United States Army Aviation Officer has staff supervision for Eighth Army aviation policy and procedures.

b. The Eighth United States Army Aviation Safety Officer (Command Safety Office) will manage and supervise the Eighth United States Army Aviation Safety Program under the direction of the Command Safety Director and in coordination with the Eighth United States Army Aviation Officer.

c. The Eighth United States Army Aviation Standardization Officer assigned to the Eighth United States Army Aviation Division, shall--

(1) Establish and supervise the Eighth Army Aviation Standardization Program.

(2) Advise the Eighth Army Aviation Officer on aviation standardization issues.

(3) Monitor and administer the no-notice evaluation program of Eighth United States Army Aviation Standardization Pilots (SP) and Instrument Flight Examiners (IE).

d. The Eighth United States Army Aviation Maintenance Officer assigned to the Eighth United States Army Aviation Division, shall--

(1) Establish and supervise the Eighth United States Army Aviation Maintenance Test Pilot (MP) and Maintenance Test Flight Evaluator (ME) program.

(2) Advise the Eighth United States Army Aviation Officer on aviation maintenance and standardization issues.

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(3) Monitor and administer the no-notice evaluation program of Eighth United States Army aviation MP's and ME's.

e. All Eighth United States Army Aviation units will update and email a Monthly Unit Trainer and Evaluator (MUTE) report to the Eighth United States Army Aviation Standardization Officer (EAGC-EA-ES) not later than (NLT) the 25th of each month. This report will include the status of assigned SP, Instructor Pilot (IP), IE, Unit Trainer (UT), ME, MP, Standardization Instructor (SI), and Flight Instructor (FI).

**1-6. EXCEPTIONS.** The Commanding General, Eighth United States Army, or his authorized representative, the Eighth Army Aviation Officer, has final approval authority for decisions on Eighth United States Army aviation policies and procedures. Exceptions to this regulation will be submitted in writing, with justification, to HQ, Eighth United States Army, (EAGC-EA-ES), Unit #15236, APO AP 96205-5236. The Eighth Army Aviation Officer is authorized to issue Standardization messages (STAM) that affect changes to this regulation.

**1-7. AIRFIELD AND HELIPORT STANDARD OPERATING PROCEDURES (SOP).** The Eighth United States Army Safety and Standardization Committee must approve all Eighth United States Army controlled airfield and/or heliport SOP and changes. Interim SOP and policy changes must receive provisional approval by the Eighth Army Aviation Officer (EAGC-EA) pending final approval by the Safety and Standardization Committee. Approval memorandums must be filed with official copies of the SOP.

**CHAPTER 2**

**AVIATION MANAGEMENT, OPERATIONS AND SAFETY**

**2-1. INDIVIDUAL FLIGHT RECORDS.**

- a. Aviators assigned to Eighth United States Army will comply with AR 95-1, paragraph 2-8a.
- b. Aviators assigned to a non-operational flight position or those prohibited from flying army aircraft shall present their individual flight records to the nearest Brigade/separate Battalion Flight Operations within 14 calendar days after reporting for duty.

**2-2. PASSENGER POLICY.** Passengers in U.S. Army aircraft in Eighth United States Army will be governed by DOD 4515.13-R, AR 95-1, USFK Reg 55-355, USFK Reg 95-4, and CFC/USFK Memo 95-1. Requests for flight aboard U.S. Army aircraft not covered by these regulations must be submitted through command channels to HQ, Eighth United States Army (EAGC-EA-EA), Unit #15236, APO AP 96205-5236. In case of a conflict between directives, DOD 4515.13-R is the governing authority.

**2-3. SPECIAL MISSIONS.** According to DOD 5435.2-I, AR 95-1, AR 360-61, and USFK Reg 360-4, requests for U.S. Army aircraft participation in aerial demonstrations, to include static displays and over-flights on a military installation within the Republic of Korea (ROK), require the approval of Commanding General, Eighth U.S. Army (EAGC-EA), Unit #15236, APO AP 96205-5236. Requests shall be forwarded through command channels to arrive at the appropriate approval authority NLT 14 days prior to the scheduled date of the display or demonstration.

**2-4. PASSENGER RESTRICTIONS.**

- a. All units subject to the provisions of this regulation must comply with the AR 95-1 list of flights during which only minimum essential crew and those making evaluations will be aboard aircraft.
- b. Additional crewmembers such as SI/Fl, crewchiefs, technical inspectors, medical aidmen, door gunners, and flight surgeons, may participate in such flights if their presence is deemed essential for safety, training, or maintenance. The unit commander must authorize these personnel for flight on the DA Form 5484-R (Mission Schedule/Brief). The DA Form 5484-R is available electronically and can be locally reproduced.

**2-5. FLIGHT INFORMATION PUBLICATIONS (FLIP).** The point of contact on all matters concerning DOD FLIP and FLIP actions is the Eighth United States Army G-3 Aviation Division, HQ Eighth United States Army, (EAGC-EA-ATC), Unit #15236, APO AP 96205-5236. For more information on FLIP products refer to AR 95-2 and UNC/CFC/USFK Reg 95-14.

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### **2-6. AIRCREW INFORMATION READING FILES.**

- a. Commanders of aviation units must establish and maintain an aircrew information reading file in accordance with (IAW) AR 95-1 and TC 1-210. As a minimum it must be read quarterly by all crewmembers.
- b. Units will establish a system for the quarterly review of the reading file to ensure assigned crewmembers remain familiar with the information prior to performing flight duties.
- c. Appropriate reference material, including the required publications listed in Appendix A, section 3 will be made available to all crewmembers. Additional references may be maintained as deemed appropriate by the commander or his designated representative.
- d. The battalion commander or his designated representative must review the reading file quarterly against DA Pam 25-30 and USFK Pam 25-30 to ensure that the contents are current and correct.

**2-7. NOISE ABATEMENT.** Commanders will establish in writing, disseminate, and enforce, appropriate and effective noise abatement procedures for airfields, heliports, and helipads under their control. Noise abatement procedures will be published in the DOD FLIP.

**2-8. PARACHUTE REQUIREMENTS.** All parachute operations must be conducted IAW AR 95-1, FAR part 105, AR 215-1, AR 360-1, USFK Reg 360-4 and ROK requirements. Aviation commanders that anticipate performing parachute operations will develop a SOP or annex to a SOP that establishes an academic and flight training program.

**2-9. PASSENGER SEAT REMOVAL.** Passenger seats may be removed from aircraft conducting parachute, rappel, fast rope insertion extraction system (FRIES), single point insertion extraction system (SPIES), stability operations (STABO), helocast, and over water personnel recovery missions subject to the following provisions:

- a. If the aircraft will meet the parachutists/rappellers/ropers/water trainees at the mission site, seats may be removed prior to departing on the mission.
- b. If the parachutists/rappellers/ropers/water trainees are flown to the mission site and no landings are made prior to mission execution, the entire mission may be flown with seats removed, provided individuals are individually restrained inside the aircraft while enroute to the mission location IAW FM 57-220 and TC 21-24.
- c. If parachutists/rappellers/ropers/water trainees are flown to the mission site and the aircraft lands prior to mission execution, seats and seat belts will be installed and used by all occupants while enroute to the mission area. Seats will be removed prior to mission execution, and individuals shall be individually restrained inside the aircraft while enroute to the mission location.
- d. Aircraft conducting parachute/rappel/FRIES/SPIES/STABO/helocast missions may also extract those personnel and transport them internally with seats removed. Once the aircrew has



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completed the insertion/extraction mission phase, passengers will not be flown until seats have been reinstalled.

e. Air Assault operations conducted with seats out will be IAW AR 95-1. Seats out air assault operations are considered extreme high risk during armistice.

f. Crewmember seats shall not be removed. Although it may be necessary for crewmembers to be out of their seats at times during these missions, crewmember seats must be utilized to the full extent possible. A harness-restraining device must be utilized to facilitate safe movement away from a crewmember seat during passenger seat removed operations.

### **2-10. MOORING AND TIEDOWN.**

a. All unhangared assigned, attached, OPCON, and transient aircraft must be moored IAW TM 1-1500-250-23 with chains meeting the mooring specifications. Aircraft must be hangared or moored with chains except when being prepared for immediate flight or maintenance requiring ground run-up. Aircraft that cannot be moored will be hangared when not being flown or actively maintained. If commanders cannot conform to the requirements of the applicable TM, requests for the deviation must be submitted through the Eighth Army Aviation Officer and Chief of Staff to Army Materiel Command (AMCOM).

b. Commanders must take reasonable precautions in mooring aircraft that remain overnight (RON) away from the home airfield. When possible, aircraft should RON at locations that can provide tie-down or hangar space.

**2-11. SEVERE WEATHER.** Battalion commanders and geographically separated units must develop a severe weather plan. Additional guidance is provided by the 607<sup>th</sup> Weather Squadron (WS) and is included in Appendix C.

### **2-12. FLIGHT/AIRSPACE VIOLATIONS.**

a. Actual or alleged flight violations of prohibited or restricted airspace, to include very important person (VIP) prohibited airspace, shall be reported immediately to Command Center (CC) Seoul. In turn, CC Seoul will notify the Assistant Chief of Staff (ACofS) G3, the Combined Forces Command (CFC), Eighth United States Army G-3 Aviation Office, and the 7th Air Force Tactical Air Control Center Duty Officer as appropriate.

b. Violations of prohibited or restricted airspace, whether actual or alleged, generate immediate interest and concern at all levels of command. As a result, Eighth United States Army major command involved must immediately initiate an appropriate investigation.

c. Unit commanders shall--

(1) Provide pertinent information IAW AR 95-1, paragraph 2-13b, to the Eighth Army Aviation Officer as soon as it becomes available.

(2) Administratively ground the pilot-in-command until the investigation is complete.

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(3) Provide interim status of the investigation to the Eighth Army Aviation Officer NLT 5 working days after the occurrence.

(4) Ensure the aircraft's avionics and navigational equipment are immediately checked by aviation intermediate maintenance.

**2-13. EXTENDED RANGE FUEL SYSTEM (ERFS).** ERFS risk is based on whether the system is crashworthy or non-crashworthy.

a. Flight with a crashworthy ERFS is considered medium risk. Unit Commanders may develop procedures to risk mitigate a lower risk assessment for flight with a crashworthy ERFS.

b. Flight with a non-crashworthy ERFS is considered extreme high risk. Unit Commanders must risk mitigate and consider cumulative risk, however a lower risk assessment will not apply.

(1) General officers approving flight with ERFS (crashworthy or non-crashworthy) will review the current Department of the Army ERFS guidance prior to mission approval.

(2) A change of general officer approval authority requires new mission approval.

c. Commanding General, Eighth Army, delegates the authority to approve extreme high risk ERFS missions to Brigade Commanders of 17th Aviation Brigade and 6th Cavalry Brigade for operations and training in the following missions:

(1) ERFS qualification training, continuation training and evaluation.

(2) Deep attack operations.

(3) Over-water operations.

(4) Command and control operations.

(5) Command aviation support.

(6) "Wet-Hawk" refuel operations.

d. Aviation unit standard operating procedures (SOP) will include items specified by current DA ERFS guidance. The SOP will also establish specific ERFS storage, preservation, and depreservation criteria and procedures. This includes developing a method to track the ERFS's last operation or the next operational period due before preservation or servicing is required. When an ERFS non-operational period exceeds 30 days, the system will be placed into storage using the procedures IAW the applicable technical manual (TM). An ERFS coming out of storage will be purged and serviced IAW the applicable TM. An ERFS that exceeds the thirty-day non-operational period, and not placed in storage, will be removed from the aircraft and purged prior to being placed back into service IAW the applicable TM.

**CHAPTER 3**

**FLIGHT RULES AND PROCEDURES**

**3-1. VISUAL FLIGHT RULES (VFR) WEATHER MINIMUMS IN CLASS G AIRSPACE.**

a. The weather minimums in Class G airspace, 700 feet above ground level (AGL) or less (regardless of MSL altitude excluding special use airspace (P-518)) will be as per Table 3-1 unless modified by other controlling authorities. Table 3-1 is a consolidated listing of VFR weather minimums in the ROK. Control zone minimums will be IAW DOD FLIP or local directives.

b. Aviation battalion commanders and above are authorized to reduce day Class G airspace VFR visibility requirements for helicopters to no less than 1/2 mile on a case by case basis. Predominate weather conditions apply. When commanders reduce VFR visibility minimums for a particular flight, it must be noted on the DA Form 5484-R and the unit's Risk Assessment Matrix.

c. Aircraft operating under VFR must remain clear of clouds.

**3-2. FLIGHT ALTITUDES.**

a. Flights in approved terrain flight training areas shall be conducted at the appropriate altitude for the mode of flight.

b. The minimum altitude for day flight is 200 feet AGL except when in authorized terrain flight training areas or IAW paragraph 7-2a of this regulation or on a published route with published altitudes. In addition, aircraft altitude must be 200 feet higher than all obstacles within 200 feet horizontal distance.

c. The minimum altitude for Night/night vision device (NVD) flight is 500 ft. AGL except when in authorized terrain flight training areas, or IAW paragraph 7-3d(4) of this regulation or on a published route with published altitudes. In addition, aircraft altitude must be 200 feet higher than all obstacles within 200 feet horizontal distance.

**3-3. FLIGHT PLANS.**

a. DOD FLIP, UNC/CFC/USFK Reg 95-3, UNC/CFC/USFK Reg 95-14, Eighth United States Army Reg 95-1, host country regulations, and local directives govern flight planning.

b. Aviators shall utilize DD Form 175 (Military Flight Plan) or flight operation's flight log for all flights within the ROK originating from U.S. Army military facilities or field locations.

c. Aviators shall utilize DD Form 1801 (DOD International Flight Plan), for all international flights.

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d. Aviators shall utilize DD Form 175 or DD Form 1801 as directed, when filing from other than U.S. Army military facilities within the ROK.

**3-4. LANDING AT OTHER THAN APPROVED MILITARY RESERVATIONS.** The Commander, Air Mission Commander, or PC of rotary wing aircraft landing at other than an approved military reservation, training area, helipad, heliport or airfield must--

a. Ensure landing is necessary for mission or training requirements; that there are no other landing areas that meet the mission or training requirement.

b. Conduct a landing area reconnaissance to evaluate safety, security and possible maneuver damage. Suspected maneuver damage will be reported to the chain of command.

c. Obtain written permission from the landowner prior to landing, except in the case of an emergency or required to conduct MEDEVAC mission.

## **3-5. WEATHER BRIEFINGS.**

a. Weather briefings are required for all flights. The weather briefing must be obtained from a military weather facility. Weather briefings are provided by 607th WS IAW the following support guidelines:

(1) During routine duty hours, flight crews will receive flight weather briefings from the 607 WS unit located at the installation that routinely supports the crew's assigned Army organization.

(2) During non-duty hours of the local weather unit, flight crews will contact the 607th WS Regional Briefing Cell at Camp Humphreys for DD Form 175-1 (Flight Weather Briefing) briefings.

**NOTE:** DD Form 175-1 briefing is required for all flights.

b. Army units shall coordinate their requirements (deployment briefings, weather briefings, and mission support), with local weather units NLT 72 hours prior to the event.

## **3-6. MISSION BRIEFINGS, BRIEFING OFFICERS, AND MISSION APPROVAL AUTHORITY.**

a. Mission approval, mission briefing, and risk management authority are separate but related functions.

(1) Mission approval. Commanders approve missions by validating the mission request and determining if the mission can be completed with available assets IAW applicable policy, regulations, and SOPs.

(a) Unit commanders will approve ground and air aviation operations, whether for maintenance or operational reasons.

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(b) Commanders will ensure that specific guidance covering ground and air aviation operations are incorporated into SOPs down to the company/troop level.

(2) Mission briefing. A mission briefing (DA Form 5484-R) and mission briefing checklist ensures that all key elements of the mission are briefed to the crewmembers.

(3) Risk management authority. The risk management authority is the individual who will determine whether or not to accept the risk for a given mission once the risk management process has been completed.

b. Risk assessment level determines the risk management authority. Risk management authority is a command function and responsibility.

(1) Company commanders or above must make a risk decision for low risk missions.

(2) Battalion commanders or above must make a risk decision for medium risk missions.

(3) Brigade commanders or above must make a risk decision for high risk missions.

(4) The first General Officer in the chain of command must make a risk decision for extremely high risk missions.

(5) Except for extremely high risk missions, the risk management authority must also be an authorized mission briefing officer (MBO) IAW this regulation.

c. Commanders in the grade of lieutenant colonel or above must designate, in writing, any officer performing MBO duties.

(1) The MBO should be a member of the chain of command, not lower than platoon leader.

(2) Other officers, not in the chain of command, may perform MBO duties when either--

(a) The unit chain of command no longer exists.

(b) Or designated briefing officers cannot brief because of official duties or absences.

d. Except for commanders, designated MBOs must be RL1 and qualified in the missions/areas that they are briefing. Additionally, prior to designation as an authorized MBO, individuals (including commanders) must be trained and certified. At a minimum, individuals will be trained and certified on--

(1) ROK special-use airspace procedures and requirements.

(2) Weather minima IAW Eighth U.S. Army Reg 95-1.

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- (3) Flight plan and weather briefing procedures and requirements.
- (4) Unit mission essential task list (METL) tasks and missions.
- (5) Pertinent publications, regulations, and SOPs from Eighth Army through the unit level.
- (6) The risk management process and risk management authority.
- (7) The Korea Aviation Leader's Course. (The course is in development and this requirement becomes effective upon implementation of the course.)

e. MBOs are responsible for validating pre-mission planning IAW appropriate regulations and SOPs, and ensuring key mission elements are evaluated and briefed to the mission pilot in command (PC). Brigade and separate battalion commanders will incorporate standardized mission briefing checklists as a tool for use by MBOs. Checklists will be approved by the first General Officer in the chain of command. These checklists will be filed with the risk assessment worksheet and DA Form 5484-R. At a minimum, the checklist must address--

- (1) AR 95-1 minimum requirements.
- (2) Korea specific requirements.
- (3) Mission specific risk mitigation factors.
- (4) The flight is in support of an operational unit mission or has been authorized by the unit commander.
- (5) Assigned flight crews have been allocated adequate pre-mission planning time.
- (6) Assigned flight crews are qualified and current for the mission according to AR 95-1 and the commander's flight crew qualification and selection program per AR 95-1, paragraph 4-20.
- (7) Forecast weather conditions for the mission meet the requirements of this regulation and local directives.
- (8) Flight crews meet unit crew endurance requirements.
- (9) Procedures in the commander's risk management program have been completed for the mission and risks are reduced to the lowest level possible.
- (10) Required special mission equipment is maintained per published guidance.

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f. Self-briefing is defined as when the MBO is also a pilot during a single-ship mission, or the Air Mission Commander (AMC) during a multi-ship mission. Self-briefing is authorized only if the MBO has been designated in writing by the appropriate Commanding General of Eighth Army, 19th TSC, or 2ID. 18th MEDCOM will utilize the Commanding General Eighth Army to authorize self-briefing. USFK U.S. Army aviation units (other than Eighth Army aviation units) will utilize the Chief of Staff, USFK to authorize self-briefing.

(1) Aviation brigade commanders, Area Support Group (ASG) Commanders, and separate aviation battalion commanders with assigned aviation units, will request approval from the appropriate commanding general to designate individuals as a self-briefer. Recommendation for approval as a self-briefer requires written justification with qualifications (e.g. duty position, # of flight hours, etc.) and conditions under which the individual will be authorized to self-brief.

(2) Recommendations to the Commanding General of Eighth Army, 19th TSC, and Chief of Staff, USFK for designation as a self-briefer will be staffed through Eighth Army G3 Aviation and Command Safety Office. 19th TSC and USFK U.S. Army units will establish staffing procedures to ensure compliance with this requirement. 2ID will establish similar staffing procedures with 2ID G3 Aviation and 2ID Safety.

(3) Self-briefing authority does not waive the requirement to do thorough pre-mission planning and complete appropriate paperwork.

**3-7. FLIGHT FOLLOWING.** DOD FLIP, UNC/CFC/USFK Reg 95-3, and UNC/CFC/USFK Reg 95-14, and ACC Reg 60-8 governs flight following.

### **3-8. AIRCRAFT IDENTIFICATION (IFF OPERATIONS).**

a. All U.S. Army aircraft must squawk the correct codes in modes 1, 2, 3, and 4 during all flights within the ROK per ACC Reg 55-3(Classified). For multi-aircraft operations, unless Master Control Reporting Center (MCRC) or Air Traffic Control (ATC) agencies direct otherwise, the lead aircraft shall squawk modes 1,2,3 and 4. Subsequent aircraft shall squawk modes 1 and 2. If transponder is inoperative, flight will comply with paragraph 3-8c of this regulation.

b. All U.S. Army aviation units in the ROK must use the orbit codes found in the Signal Operation Instructions (SOI) version AKAA 283 on all missions. The appropriate code shall be set before takeoff and used throughout the flight unless the MCRC or ATC agencies direct otherwise. To ensure that the codes are not compromised, the transponder mode 1 will be reset to 00, mode 3 to 1200, and mode 4 zeroized at the end of the mission. The mode 2 code may remain in the transponder.

c. Transponder checks are required every 90 calendar days and shall be annotated on the DA Form 2408-13-1 (Aircraft Maintenance and Inspection Record) or 2408-18 (Equipment Inspection List). The DA Form 2408-13-1 and DA Form 2408-18 are available electronically. See Appendix A. Aircraft failing transponder checks IAW the applicable TM shall be placed on a

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circle red X status and be restricted from single aircraft operations outside the traffic pattern. Aircraft with an inoperative transponder may participate in multiship operations (no more than ten rotor disks and 200 feet vertical separation) when at least one aircraft has a fully operational transponder and the integrity of the flight will be maintained at all times.

**3-9. AIRCRAFT EXTERNAL LIGHTING.** To ensure the safe and orderly conduct of night training in the ROK, the following external lighting configurations are mandatory for all single and multiship Night/NVD flights within the ROK.

- a. Taping of or dimming position lights is not authorized for single ship night/NVD missions.
- b. Taping of the white tail position light is authorized for multiship night vision goggles (NVG) flights, except for the trail aircraft. The trail aircraft's position lights in multiship flights shall be on steady bright, the position lights of the other aircraft shall be on steady bright or dim. Painting any portion of the position lights is prohibited unless done IAW an approved modification work order (MWO).
- c. Taping the anti-collision light is authorized for NVG flights only. No more than 50 percent of the light (front half-only) may be taped. UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVG terrain flight. Only the trail aircraft is required to have its anti-collision light on during multiship flight during Night/NVD. Painting any portion of the anti-collision lights is prohibited, unless done so IAW an approved MWO.
- d. For unlighted NVD training, an airman's advisory (AIRAD) will be published 24 hours before training. The AIRAD must specify "unlighted helicopters conducting NVD training at altitudes below 500 feet AGL", training or exercise area, date and time, call sign, and frequency of the unit/aircraft using the airspace. Crews will advise the appropriate flight operations center (FOC) when training is in progress and upon completion of training. Unlighted NVD operations above 700 feet AGL shall not be authorized or conducted.
- e. Extended night and NVD training programs of 3 days or more in a training area shall be published as an AIRAD.

**NOTE:** In this regulation, the terms "unlighted/blackout" or "minimum lighting" are synonymous. They are defined as an aircraft lighting status that restricts or drastically reduces detection of the aircraft by ground or airborne personnel and includes operating with IR lights or position lights on dim. A flight will be considered blackout even if the trail aircraft has an operating anti-collision light.

**3-10. UNDERWIRE FLIGHT.** Underwire flight is not permitted during armistice operations.

### **3-11. TURBULENCE.**

- a. The first Colonel (brigade or regimental aviation commander) in the unit chain of command is the flight approval authority for flights into forecasted areas of severe turbulence.



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b. Units without a Colonel aviation commander must obtain the approval from the Eighth Army Aviation Officer for flights into forecasted areas of severe turbulence. Approval must be requested and received prior to conducting the flight.

c. Approval authorities will not allow aircraft to fly into forecasted areas of severe turbulence unless they comply with the provisions of AR 95-1, paragraphs 5-2c(2)(a) through (e).

d. Aircraft will not be intentionally flown into known or forecasted extreme turbulence or into known severe turbulence.

**3-12. REFUELING OPERATIONS.** The primary method of helicopter refueling will be the closed circuit or pressure refueling system. Open port "hot" refueling is authorized whenever the closed circuit refueling system is inoperative and an operational necessity exists, as determined by the first Lieutenant Colonel aviation commander in the unit chain of command.

**NOTE:** Open port "HOT" refueling of external auxiliary fuel tanks is not authorized at any time.

**3-13. INADVERTENT INSTRUMENT METEOROLOGICAL CONDITIONS (IIMC) RECOVERY PROCEDURES.** The procedures in Appendix B are to be used by those regional standardization committees that have not established IIMC recovery procedures for each of their training areas.

### **3-14. P-73/H-208/P-112 PROCEDURES.**

a. A rotary wing aviator must complete a P-73 day and night qualification prior to operating within 5 kilometers of P-73 as a PC. Qualification consists of demonstrating to a SP, IP, or P-73 validator, the ability to navigate and identify all check points along the P-73 VFR route without error and familiarity with other pertinent information as listed in DOD FLIP. Aided flight is authorized on P-73 route structure. P-73 validation/evaluations shall be documented on DA Form 7122-R (Crewmember Training Record) of the Individual Aircrew Training Folder (IATF).

b. Unit commanders may modify the qualification requirements for PCs within their unit. As an example, a commander stationed at H-207 that does not have a mission in the vicinity of P-73 other than at K-16 may require his aviators to be proficient only in the P-73 VFR route between CP 16 through CP 23. Aviators who are performing PC duties in multiship flights may fly within 5 kilometers of the P-73 VFR route if the PC of the lead aircraft is P-73 qualified. Fixed wing aviators must receive a map briefing of the P-73 boundaries and a local area flight orientation of the geographical location of the P-73 area.

c. Units with a mission requiring flights (day and night) into H-208 will structure their PC evaluation requirements to include a validation flight into H-208. No aircraft shall be flown into H-208 unless the PC has completed this evaluation.

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d. All aviators must receive a verbal briefing on P-112 orientation/operations during their local area orientation. Units whose mission requires frequent or occasional flight in the vicinity of P-112 must structure their PC training program to include an orientation flight prior to designation as PC. Units whose mission does not require frequent or occasional flight in the vicinity of P-112 must include P-112 flight procedures in the PC oral evaluation. P-112 flight training shall be documented on DA Form 7122-R in the IATF.

### **3-15. FLIGHT FOLLOWING COMMUNICATIONS REQUIREMENTS.**

a. It is essential that aircrews maintain flight following or the ability to transmit their location in the event of an emergency. When operating an aircraft in areas not covered or serviced (to include communication blind spots) by 164th Air Traffic Service Battalion, one of the following conditions must be met:

- (1) Internal flight following is accomplished with another aircraft.
- (2) Accomplish flight following with another Korea FOC/FCC.
- (3) Accomplish flight following with another USFK air traffic control/service facility.

VFR WEATHER MINIMUMS IN THE ROK					
UNCONTROLLED AIRSPACE WEATHER MINIMUMS (OUTSIDE of P-518)					
AIRCRAFT CAT	DAY		NIGHT (UNAIDED)		NVG (AIDED)
R / W	500' / 1 Mile / Clear of Clouds		1000' / 1 Mile / Clear of Clouds		1000' / 1 Mile / Clear of Clouds
F / W	1000' / 3 Miles / Basic Cloud Clearance		1000' / 3 Miles / Basic Cloud Clearance		NOT APPLICABLE
NOTE 1: The weather minimums listed above, include that airspace below 700' AGL, regardless of MSL altitude (excluding special use airspace) unless modified by other controlling authorities.					
NOTE 2: Apply a risk assessment of "Medium Risk" for weather less than 1200'/2 miles night aided and less than 1200'/3 miles night unaided.					
NOTE 3: Aviation battalion commanders and above are authorized to reduce day VFR visibility requirements for helicopters to no less than 1/2 of a mile on a case by case basis. When commanders reduce VFR visibility minimums, it must be noted on the DA Form 5484-R and the unit's Risk Assessment Matrix.					
(RK) P-518 WEATHER MINIMUMS					
AIRCRAFT CATEGORY	DAY		NIGHT		
	700' AGL AND BELOW	ABOVE 700' AGL	700' AGL AND BELOW	ABOVE 700' AGL	
R / W UNAIDED	500' / 1 Mile / Clear of Clouds	3 Miles / Basic Cloud Clearance	1000' / 3 Miles / Clear of Clouds	3 Miles / Clear of Clouds/ Visible Horizon and Ground	
R / W AIDED	Not Applicable	Not Applicable	1000' / 1 Mile / Clear of Clouds	3 Miles / Clear of Clouds/ Visible Horizon and Ground	
F / W	1000' / 3 Miles / Basic Cloud Clearance	3 Miles / Basic Cloud Clearance	1000' / 3 Miles / Basic Cloud Clearance	3 Miles / Basic Cloud Clearance / Visible Horizon and Ground	
NOTE 1: Apply a risk assessment of "Medium Risk" for weather less than 1200'/2 miles night aided and less than 1200'/3 miles night unaided.					
(RK) P-518 TAC ZONE EXEMPTION AREA WEATHER MINIMUMS					
AIRCRAFT CATEGORY	DAY		NIGHT		
	700' AGL AND BELOW	ABOVE 700' AGL	700' AGL AND BELOW	ABOVE 700' AGL	
R / W UNAIDED	500' / 1 Mile / Clear of Clouds	3 Miles / Basic Cloud Clearance	1000' / 1 Mile / Clear of Clouds	3 Miles / Clear of Clouds/ Visible Horizon and Ground	
R / W AIDED	Not Applicable	Not Applicable	1000' / 1 Mile / Clear of Clouds	3 Miles / Clear of Clouds/ Visible Horizon and Ground	
NOTE 1: Apply a risk assessment of "Medium Risk" for weather less than 1200'/2 miles night aided and less than 1200'/3 miles night unaided.					
NOTE 2: Aviation battalion commanders and above are authorized to reduce day VFR visibility requirements for helicopters to no less than 1/2 of a mile on a case by case basis. When commanders reduce VFR visibility minimums, it must be noted on the DA Form 5484-R and the unit's Risk Assessment Matrix.					
CORRIDOR AND NO FLY AREA WEATHER MINIMUMS (Within P-518)					
AIRCRAFT CATEGORY	DAY		NIGHT		
	700' AGL AND BELOW	ABOVE 700' AGL	700' AGL AND BELOW	ABOVE 700' AGL	
R / W	500' / 2 Miles / Clear of Clouds	3 Miles / Basic Cloud Clearance	1000'/ 5 Miles / Clear of Clouds / Visible Horizon and Ground	3 Miles / Clear of Clouds/ Visible Horizon and Ground	
F / W	1500' / 5 Miles / Basic Cloud Clearance	3 Miles / Basic Cloud Clearance / Visible Horizon and Ground	Not Applicable	Not Applicable	
(RK) P-73 ROTARY WING WEATHER MINIMUMS					
AREA	DAY		NIGHT (UNAIDED)		NVG (AIDED)
East/South (CP 17-8)	500' / 1 Mile / Clear of Clouds		1000' / 1 Mile / Clear of Clouds		1000' / 1 Mile / Clear of Clouds
West/North (CP 8-17)	700' / 2 Miles / Clear of Clouds		1000' / 3 Miles / Clear of Clouds		1000' / 3 Miles / Clear of Clouds
Note: If flight is conducted above 700 feet AGL, controlled airspace weather minimums and basic cloud clearance requirements apply.					
DIRECT ROUTE					
AIRCRAFT CAT	DAY		NIGHT (UNAIDED)		NVG (AIDED)
R / W	3500' / 3 Miles / Clear of Clouds		3500' / 3 Miles / Clear of Clouds		3500' / 3 Miles / Clear of Clouds
CONTROLLED AIRSPACE WEATHER MINIMUMS ABOVE 700 FEET AGL (KOREA WIDE)					
ACFT CAT	DAY		NIGHT (UNAIDED)		NVG (AIDED)
R / W & F / W	3 Miles / Basic Cloud Clearance		3 Miles / Basic Cloud Clearance		3 Miles / Basic Cloud Clearance

TABLE 3-1. VFR WEATHER MINIMUMS

**CHAPTER 4**

**STANDARDIZATION AND TRAINING**

**4-1. NO-NOTICE PROGRAM.**

a. Unit commanders shall establish, in writing, a No-notice Proficiency Evaluation Program IAW TC 1-210 for rated and non-rated crewmembers to help determine training program effectiveness. The program may be administered at the company, troop, or detachment level, but will be supervised at Battalion/Squadron level or higher.

b. Aviation companies, troops, or detachments will conduct at least two no-notice evaluations quarterly. The focus of the no-notice program will be on individuals who have attained RL1 status.

**4-2. FLIGHT EVALUATIONS.**

a. The Eighth United States Army Aviation Division shall be informed of all initial in-country SP/IP/IE/ME evaluations. Eighth United States Army Aviation Division reserves the right to conduct these evaluations. Requests for initial ME designation must have approval from Directorate of Evaluation and Standardization (DES). Requests will be forwarded to Commander, USAAVNC, (ATZQ-ES), Ft Rucker, AL 36362 through the Commanding General, Eighth United States Army, (EAGC-EA-ES), Unit #15236, APO AP 96205-5236.

b. Initial SP/IP evaluations in each Mission, Design, and Series (MDS) aircraft in which duties will be performed shall be IAW the applicable aircrew training manual (ATM). As a minimum, evaluations must include the mandatory tasks listed in chapter 5 of the ATM for the type of evaluation being conducted and any mission tasks designated for evaluation by the commander in each mode of flight. SP/IP/IE/ME's will be evaluated from the pilot and/or co-pilot stations and may be authorized to perform duties from other stations without access to the flight controls.

c. IE/ME/MP evaluations will be administered IAW TC 1-210 and the applicable ATM.

d. UT evaluations will be administered IAW TC 1-210 and the applicable ATM. Evaluations will include unaided night flight if UT duties will be performed at night. UTs will be evaluated from the crew station(s) from which UT duties will be performed. UTs may be authorized to perform duties from other stations without access to the flight controls.

e. PC evaluations must include flight tasks from each mode of flight that PC duties will be performed.

f. FI/SI evaluations will be administered IAW TC 1-210 the applicable ATM. As a minimum, evaluations must include the mandatory tasks listed in chapter 5 of the ATM for the type of evaluation being conducted and any mission tasks designated for evaluation by the commander in each mode of flight.

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g. Based on the unit's mission, commanders will determine if unaided night flight is required during APART evaluations. This requirement will be specified in the unit ATP.

**4-3. FLIGHT CREW QUALIFICATION AND SELECTION.** Commanders must establish formal, written qualification and selection programs for all crewmembers IAW this regulation. The unit's prerequisites for PC will be included in the program. Additionally, commanders will implement an Aviation Training Gates Strategy IAW Appendix E (Aviation Training Gates) of this regulation. The execution of the Aviation Training Gates Strategy will be assessed and evaluated during ARMS, DES, or appropriate Brigade-level or higher standardization reviews. Documentation of individual progression through the Aviation Gates will be included in the IATF.

**4-4. FLIGHT DUTY DESIGNATIONS.** Commanders shall designate all crewmembers performing flight duties, in writing, on DA Form 7120-R (Commander's Task List), part II. The DA Form 7120 is available electronically and will be locally reproduced. Aviators and crewmembers performing flight duties may perform those same flight duties in another unit provided the supported unit commander designates the duties on DA Form 5484-R.

### **4-5. UNIT TRAINER (UT).**

a. UTs shall be designated, in writing, on DA Form 7120-R, part II. The type of training or validation he or she is authorized to perform will be specified on the on DA Form 7120-3-R (Crew Members Task Performance and Evaluation Requirements Remarks and Certification). The DA Form 7120-R is available electronically and will be locally reproduced.

b. Designated UTs may train and validate training of aircrew members, including SPs, IPs, and UTs, on areas unique to the ROK, such as P-518, P-73, P-112, H-208, the no-fly line, and corridors.

c. Commanders may request, in writing, from the Eighth Army Aviation Officer that UTs for P-518, P-73, P-112, H-208, No-Fly Line, and corridors perform their UT duties in aircraft other than qualified and current as an UT. When not qualified and current as an UT in the aircraft in which they are performing their assigned duties, UTs must be seated in a position that affords them the ability to navigate and impart instruction. The UT will not be responsible for the operation of the aircraft and is solely responsible for navigation and procedures pertinent to UT duties.

### **4-6. SINGLE PILOT AIRCRAFT PILOT IN COMMAND (PC)/PILOT (PI) REQUIREMENTS.**

a. In addition to the PC/PI requirements of AR 95-1, PC/PI requirements for VFR flight in single pilot aircraft are specified below.

(1) Helicopters engaged in terrain and tactical flight training operations require two pilots except when an SP/IP has access to the flight controls. Terrain and tactical flight operations may then be conducted when an aviator not qualified in the mission, design and series helicopter being flown or non-rated passenger occupies the other pilot's station.

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(2) The unit commander must approve single pilot terrain and tactical flight operations in single pilot helicopters on DA Form 5484-R and Risk Assessment Matrix.

b. A PC/PI crew is required when the weather forecast predicts the predominate weather to be less than 1000 foot ceiling or 3 miles visibility and at night when a visible horizon does not exist.

### **4-7. ORIENTATION TRAINING.**

a. New in country deploying units or aviators not assigned to Eighth Army must receive an orientation briefing explaining the airspace structure and aviation operational procedures in the ROK, prior to performing flight operations. The host unit, Eighth Army Flight Simulator branch or the Eighth Army Standardization office may present briefings.

b. Newly assigned Eighth Army aviators shall complete the following training before progressing to Readiness Level (RL) 1:

(1) An orientation briefing presented by the Eighth Army Flight Simulation Branch explaining the airspace structure, and aviation operational procedures in the ROK. Battalion sized units may conduct their own orientations if using the Flight Simulation Branch lesson plan.

(2) Local area orientations as necessary, for aviators transferring from one unit to another within the ROK.

(3) Training requirements IAW unit SOP.

### **4-8. EMERGENCY PROCEDURES TRAINING.**

a. Rotary wing procedures--

(1) Touchdown emergency procedure training must be conducted at airfields having air-to-ground communications and crash and fire rescue equipment present and available.

(2) Prior to initiation of any simulated in-flight emergency procedure that degrades an aircraft system or reduces aircraft performance, the following must exist:

(a) Air-to-ground communications with a facility that has immediate access to crash and fire rescue ground/air assets.

(b) Operating in controlled airspace, airport traffic area, in a HDTA or on a published route (to include MSR1 between K-55 SE Point, CG343012 and K-16 CP D, CG266481).

(3) Skid aircraft may conduct night running landing training only to hard surface areas.

(4) The required equipment listed in table 5-2 of AR 95-1 must not be disabled by the instructor to simulate an emergency. Equipment designated for flight in day, night, IMC, or NVD must be operational and is the minimum required without any regard for mission requirements.

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### **b. Fixed wing procedures.**

(1) IAW AR 95-1.

(2) Simulated engine malfunctions during the final approach and landing phase will not be induced below 200 feet AGL or Vsse for that airplane.

(3) A simulated single-engine failure will not be initiated while approaching a stall or during a stall recovery.

(4) Simulated single-engine go-around will not be initiated if the aircraft descends below 200 feet AGL.

(5) Simulated engine malfunctions while in the traffic pattern, simulated single-engine landings, simulated engine failures on takeoff (including on takeoff roll prior to lift-off), and single-engine go-around in the traffic pattern, will be conducted at airfields with operational control towers or when communications are established with the airfield base operations and crash rescue facility.

(6) Planned recovery altitude for all authorized aerobatic and evasive maneuvers shall be no lower than 5000 feet AGL.

(7) Recovery altitude for unusual attitudes, stalls and visual meteorological conditions (VMC) maneuvers shall be no lower than 3000 feet AGL.

## **4-9. SYNTHETIC FLIGHT TRAINING SYSTEM (SFTS).**

a. The SFTS requirements will be IAW AR 95-1, TC 1-210, and the appropriate ATM.

b. Aviators will complete all necessary flight planning prior to reporting to the SFTS, or they will report to the SFTS at least 1 hour prior to planned takeoff to allow sufficient time for flight planning.

c. Commanders who need to cancel scheduled simulator periods may do so telephonically at 741-6554 (UH-60), 753-8792 (CH-47, AH-64) or in writing to Eighth United States Army, (EAGC-EA-FS), Unit #15236, APO AP 96205-5236. Requests must be received NLT two working days prior to the scheduled period.

d. Missed periods, late arrivals, or early departures from the cockpit that result in a loss of simulator training time will be reported to battalion commanders through command channels. Unit commanders may then be required to reply by memorandum to Commander, Eighth United States Army (EAGC-EA), Unit #15236, APO AP 96205-5236.

e. Requests for military personnel to perform Console Operator (CO) duties will be submitted to the Flight Simulation Branch by the unit commander. Exceptions include DA civilian personnel, contractors when within the terms of their contract, and those authorized by EAGC-EA.

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### **f. COs must--**

- (1) Be qualified in the aircraft mission, type, design, and series.
- (2) Complete CO training, which is based on demonstrated proficiency.
- (3) Complete an initial validation administered by the Flight Simulation Branch.
- (4) Be appointed in writing by the Flight Simulation Branch.
- (5) Have a unit status of SP/IP/IE/ME/UT.

### **g. Training documentation for COs shall be maintained at the SFTS branch location.**

## **4-10. INDIVIDUAL AIRCREW TRAINING FOLDERS (IATF).**

a. Folders shall be maintained IAW TC 1-210, the appropriate ATM, this regulation, and Eighth Army Aviation Division directives.

b. For area type qualifications unique to the ROK, the DA Form 7122-R shall be used to indicate qualification, validation and currency requirements. However, the DA Form 4507-R (Crewmember Grade Slip) or a standardized unit designed form may be better able to track and consolidate area type training requirements, qualifications, or validations. The DA Form 4507-R will be locally reproduced. Transcribe validations and qualifications from DA Form 4507-R or standardized unit designated form to the DA Form 7122-R.

c. Individuals shall be designated as flight simulator COs by the Flight Simulation Branch on a memorandum that must be maintained in the miscellaneous section of the IATF.

## **4-11. WAIVERS TO ATP REQUIREMENTS.**

a. Unit waivers to ATP requirements will be requested through command channels to Commanding General, Eighth United States Army (EAGC-EA), Unit #15236, APO AP 96205-5236.

b. Individual waivers of primary aircraft ATP requirements shall be requested through the individual's chain of command to the first commander Colonel (O-6) or above.

c. Individual waivers of primary aircraft ATP requirements for Eighth Army staff aviators shall be requested to the Eighth Army Aviation Officer.

d. Individual waiver requests will be initiated by the aviator concerned in memorandum format. The memorandum will state the specific requirement that is to be waived. The memorandum will include a paragraph that clearly details a historical account of all previous waivers and extensions. When requesting an individual waiver, submit the following:

- (1) Memorandum.



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(2) Commander's endorsement memorandum form each level of command.

(3) Copy of last DA Form 759 (Individual Flight Record and Flight Certificate) close out. DA Form 759 is available electronically. (See app A).

(4) A current DA Form 759-2 (Individual Flight Record and Flight Certificate-Army Flying Hours Worksheet) print-out listing hours flown since last close out. This form is available electronically. (See app A).

e. Initiate the unit or individual waiver request as soon as the need for a waiver is recognized.

f. Approved waiver memorandums shall be maintained in the individual aircrew training folder and individual flight records folder until the next DA Form 759 close-out documents the waiver.

**4-12. EIGHTH UNITED STATES ARMY AVIATION SAFETY AND STANDARDIZATION COMMITTEE.** The Eighth U.S. Army Aviation Safety and Standardization Committee shall be organized under the provisions of AR 95-1, paragraph 4-37 and appendix D of this regulation. The committee shall meet annually, and at the call of the chairperson, to--

a. Establish policy and administer the Eighth Army Aviation Safety and Standardization Program.

b. Ensure that Eighth Army and USFK publications pertaining to flight safety and standardization are adequate, current, and available.

## **4-13. SUBORDINATE AVIATION SAFETY AND STANDARDIZATION COMMITTEES.**

a. Subordinate Aviation Safety and Standardization Committees shall be organized IAW AR 95-1, paragraph 4-38 and Appendix D of this regulation.

b. Each committee shall--

(1) Provide the status of their units' aviation training, safety and standardization programs upon request.

(2) Forward copies of aviation safety and standardization committee minutes to the next higher command. Aviation Brigades and separate Battalions will forward safety and standardization committee minutes to Headquarters, Eighth Army (EAGC-EA), Unit #15236, APO AP 96205-5236 and the Command Safety Office (EASF), Unit #15236, APO AP 96205-5236.

c. Aviation Brigade Safety and Standardization committees will incorporate as members all separate aviation battalions within their area of operations. Council membership requires the appropriate degree of safety and standardization oversight by the aviation brigade commander

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and staff. However, it does not change the leadership chain of command for the separate battalions. Separate aviation battalions will be members of the listed Aviation Brigade Safety and Standardization Committees:

- (1) 17th Aviation Brigade will incorporate 52nd Medical Battalion.
- (2) 6th Cavalry Brigade will incorporate 194th Maintenance Battalion (AVIM).
- (3) 2d Aviation Brigade will incorporate 602nd Aviation Support Battalion.

**CHAPTER 5**

**AVIATION LIFE SUPPORT EQUIPMENT (ALSE) AND SAFETY**

**5-1. IN-COUNTRY ARRIVALS.** Air crewmembers newly assigned to Eighth Army and those returning from leave or temporary duty (TDY) after transitioning more than 5 time zones shall not be scheduled for flight within 96 hours of arrival in-country. This requirement may be waived by the first aviation commander Lieutenant Colonel (O-5) or above in the individuals' chain of command based upon the recommendation of the unit flight surgeon.

**5-2. PROTECTIVE CLOTHING AND EQUIPMENT.** Crewmembers of multi-engine airplanes are not required to wear flight helmets, Nomex flight gloves, or survival vests. When survival vests are not worn, a minimum of two (2) survival radios shall be carried onboard the aircraft at all times.

**5-3. AVIATION LIFE SUPPORT SYSTEMS (ALSS) TRAINING.** Commanders will ensure that aircrew members receive initial in-unit ALSS training and receive annual training in the operation, use, and maintenance of ALSS.

**5-4. USE OF KOREAN AUGMENTATION TO UNITED STATES ARMY (KATUSA) PERSONNEL.** The KATUSA personnel may be used to perform ALSE maintenance (to include inspections) while under the direct supervision of a school trained and qualified individual. The KATUSA personnel are not authorized to perform any unsupervised ALSE maintenance.

**5-5. AN/PRC-112 SERIES SURVIVAL RADIO.** The interrogator/response frequencies and personnel locator system codes will be programmed IAW current theater pre-ITO Special Instructions (SPINS).

**5-6. SURVIVAL RADIO.** Each rotary-wing aircrew member will be equipped with a survival radio during flight.

**5-7. Emergency Locator Transmitter (ELT).** All aircraft that operate outside the traffic pattern must have an operational ELT.

a. The first Colonel (O-6) in the chain of command is the waiver authority. This authority will not be delegated below the Colonel (O-6) level. Temporary assumption of command by other than a Colonel (O-6) will not be authorized this approval authority.

b. Waiver authority is to be exercised on a case-by-case basis only. Blanket waivers are not authorized. Single ship operations without an ELT will not be waived.

**5-8. ALSS BUDGET.** Aviation battalion commanders and separate company commanders will establish an ALSS budget IAW AR 95-1, chapter 8. Unit ALSO or ALSE NCO will establish an annual ALSS budget spending plan to comply with the commander's ALSS budget. Unit ALSO or ALSE NCO will maintain historical budget expense files for the current and two previous fiscal years to assist commanders in developing the annual ALSS budget.

## CHAPTER 6

### MAINTENANCE

#### 6-1. MAINTENANCE TEST FLIGHTS.

- a. Maintenance test pilots (MP) will be the PC when conducting maintenance test flights.
- b. Maintenance Test Flights are conducted under VFR conditions between official sunrise and sunset. Test flights conducted under other than these conditions are at least medium risk, possibly higher, and require mission approval IAW paragraph 3-6b of this regulation.
- c. The MPs and MEs must be qualified and current in the mission, design, and series aircraft to be test flown. A separate evaluation is required for each additional aircraft in which MP/ME duties will be performed.
- d. Civilian maintenance contract personnel are authorized to perform maintenance test flights within the terms of their contracts.

**6-2. THE MP/ME RL PROGRESSION PROCEDURES.** Individuals will not be designated as MP/ME until RL-1 status is obtained. The following sequence of events is recommended for initial MP/ME evaluations and RL progressions.

- a. The ATP integration, commander's evaluation and normal progression to RL-2/1 status are under the supervision of an IP.
- b. The DA Form 7122-R documenting RL-2 status will include remarks recommending the aviator conduct ME/MP training and evaluation under the supervision of a ME.
- c. The ME/MP mission training, evaluation and progression to RL-1 status will be under the supervision of a ME.
- d. The DA Form 7122-R documenting RL-1 status will include remarks recommending ME/MP designation. The ME must state the recommendation clearly--
  - (1) Recommend MP status. (This statement recommends to the Commander that the MP is capable of performing test flights as the PC
  - (2) Aviator has demonstrated performance of all maintenance tasks in a satisfactory manner. (This statement fulfills the requirements of RL progression for personnel in MP position, however does not recommend MP/ME status to the commander).
- e. The ME evaluates maintenance test flight PC proficiency; IP/SP evaluates PC proficiency for performing other missions.

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### **6-3. AUXILIARY POWER UNIT (APU) OPERATION.**

a. Maintenance Operational Checks (MOC) requiring operation of the onboard auxiliary power unit (APU), but not involving operation of aircraft engines and rotor systems, may be performed by personnel other than rated aviators. The requirements of AR 95-1 must be met and individuals will be evaluated semi-annually by a SP, IP or ME. Additionally, all personnel other than rated aviators authorized to perform APU run-up must receive an initial and then annual APU emergency procedure evaluation by a SP, IP, or ME. Authorization will be annotated on DA Form 7120-R, Part II, Remarks or the DA Form 7120-3-R. The semiannual APU evaluation and annual emergency procedure evaluation requirement must be annotated on DA Form 7120-R, part IV. Verification of training and evaluations will be documented on DA Form 7122-R.

b. Civilian maintenance contract personnel are authorized to perform APU operations within the terms of their contracts.

**CHAPTER 7**

**AVIATION TRAINING GUIDANCE**

**7-1. RESPONSIBILITIES.** Aviation unit commanders shall--

- a. Develop a comprehensive individual and collective aviation training program that stresses high standards of proficiency, standardization, and teamwork.
- b. Ensure that training programs are developed and implemented according to training and operations doctrine from the U.S. Army Training and Doctrine Command (TRADOC). Soldier's Manuals, ATMs, Army Training and Evaluation Programs (ARTEP), field manuals, technical manuals, field circulars, and training circulars provide the guidance and supporting material required for comprehensive training programs.
- c. Integrate organic and supporting aviation units into combined arms training programs.
- d. Train and prepare all aviation units for sustained combat operations as members of the combined arms team on the Korean battlefield.
- e. Maximize the Eighth Army day, night, and NVD combat capability through effective training in both the instrument and visual flight environments.
- f. Develop standardization and interoperability with allied aviation and ground forces.

**7-2. TERRAIN FLIGHT TRAINING.**

- a. Terrain flight below 200 feet AGL outside of approved terrain flight training areas shall not be conducted unless the unit has conducted a day reconnaissance of the route to be flown within 72 hours of the planned flight. The reconnaissance must record all hazards and obstacles within one (1) KM of the route to be flown. Prior to flying the route in the terrain flight mode, aviators will be briefed on all hazards/obstacles by the pilot that performed the reconnaissance. Aviators must plot all hazards/obstacles on the mission maps. Before flights, pilots will consult a current wire hazards map.
- b. Installation/Area Commanders and assigned units having geographic area responsibility (see Appendix D) will--
  - (1) Establish terrain flight training areas.
  - (2) Coordinate the use of the terrain flight areas with the appropriate controlling agencies IAW AR 95-2.
- c. Aviation commanders shall coordinate with the controlling agencies for the use of the approved training areas. Training areas must be selected and established together with installation/area commanders, ATC activities, and local officials.

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### **d. Regional Standardization Committees shall--**

(1) Establish standing operating procedures (SOP), to include flight procedures to govern aided and unaided terrain flight training in their area.

(2) Maintain a current master hazards map at a designated location and act as the focal point for training area use. The hazards map shall include an outline of the tactical training area, designated routes or sectors within the training area, and locations within the training area that are restricted from terrain flying.

(3) Update the hazard map(s) at least once every 30 days. The last date of the map update will be clearly indicated on the map.

### **7-3. NIGHT AND NIGHT VISION DEVICE (NVD) TRAINING.**

a. Unit training will be progressive, starting with the basics, and result in personnel who can perform all required mission tasks at night.

### **b. Commanders shall--**

(1) Establish progressive night aided and unaided training programs.

(2) Monitor night training programs closely to ensure the most effective crew assignments. Special attention must be given to training and integrating ground support personnel into the night training program.

c. The unit SOP shall address crew endurance, terrain flight, ground crew participation, orientation of airfield personnel, issuance and security of NVDs, authorized type and use of supplemental lighting, use of hand held laser pointers, and airspace usage.

### **d. NVD procedures.**

(1) Unit level NVD maintenance shall be accomplished IAW appropriate TMs and AMCOM directives. Unit NVD maintainers must be trained and qualified IAW with AMCOM directives.

(2) Aircraft conducting NVD operations must have the appropriate NVD modification work orders (MWO) applied and functional. The AH-64 aircraft must comply with all requirements of the current Interim Statement of Aircraft Qualification (ISAQ). Commanders shall adhere to current directives and policies regarding aircraft whose NVD MWO or ISAQ is inoperative or incomplete.

(3) NVD training flights may be conducted in U.S. Army controlled class D airspace, airport traffic areas, and restricted areas, if they have been coordinated with the controlling ATC facility.

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(4) NVD terrain flight outside of approved terrain flight training areas below 500 ft. AGL shall not be conducted unless the unit has conducted a day reconnaissance of the route to be flown within 72 hours of the planned flight. The reconnaissance shall record all hazards, and obstacles within one (1) KM of the route to be flown. Aviators flying the planned route must be briefed on all hazards/obstacles and plot them on mission maps. Before flight, pilots will consult a current wire hazards map.

(5) The number of aircraft permitted in a training area or on a training route is determined by the size of the area and the safety considerations of operating lighted or unlighted aircraft. Procedures must be implemented in local flying directives and SOPs to maintain control and ensure aircraft separation.

(6) When the aircrew mission briefing authorizes night/NVD multiship operations, lead change procedures will be briefed for all anticipated formations. All flight crews in the formation must thoroughly understand lead change procedures.

**7-4. NUCLEAR, BIOLOGICAL, AND CHEMICAL (NBC) TRAINING.** NBC training shall not be conducted in helicopters with the external extended range fuel system.

### **7-5. AIRCRAFT SURVIVABILITY EQUIPMENT AND ELECTRONIC WARFARE TRAINING.**

a. Identification Friend or Foe (IFF) operator training may be conducted in a classroom environment.

(1) Aviators are required to maintain working knowledge of mode 1, 2, 3, and 4 operational characteristics.

(2) FAC 1 and 2 aviators in operational flying positions shall be trained to--

(a) Set keys.

(b) Key/fill equipment.

(c) Use mode 1, 2, 3, and 4 phraseology.

(d) Test mode 1, 2, 3, and 4.

(e) Use mode 1, 2, 3, and 4 with air defense units.

b. Aviators will train, to the maximum extent possible, with the radar warning receiver (AN/APR-39 or ALQ-146) to develop proficiency in electronic threat identification. Maximum use will be made of all available training devices to include the Aircraft Survivability Equipment Trainer-Aircrew Training (ASET-AT). The SOP will address Unclassified and Classified ASET-AT requirements.



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c. Commanders shall ensure that all units conduct initial and annual academic training for all personnel who operate the M130 flare and chaff dispensing system. Operation of the M130 system must be approved and will be conducted only in areas approved by Range Management, Eighth Army G3 Training (EAGC-TD-RMD), Unit #15236, APO AP 96205-5236.

d. All aircraft with a secure radio system shall have an operational system check quarterly. This check shall be recorded on DA Form 2408-13-1 and DA Form 2408-18.

e. Aviation units must be trained to operate in an electronic warfare (EW) environment. Communications discipline must be established, practiced, and included in unit training program and SOP.

### **7-6. U.S., ALLIED AND THREAT AWARENESS AND IDENTIFICATION TRAINING.**

a. Briefings dealing with threat forces and their capabilities will be presented semiannually. The threat outline in FM 1-402 and other TRADOC manuals provides the basis for threat training. Precise threat assessments, however, should be prepared from classified sources for each contingency plan or tactical situation expected in the area of operations.

b. An extension of threat awareness training is identification training. Aviation personnel shall be able to identify U.S., allied, and threat equipment (visually and electronically) expected in the area of operations. Aviators must be able to identify U.S., allied and threat vehicles, equipment and the threat weapon capabilities.

c. Aviation commanders shall include a list of selected pertinent U.S., allied and threat vehicles, equipment, and unclassified threat weapon capabilities in the unit SOP. This list shall establish the minimum identification requirements for unit's aviation personnel.

**7-7. LOGISTIC PROGRAMS.** Logistic training programs and plans shall be developed to support aviation sustainment. Aviation unit's support command will develop and exercise logistic plans in training and field training exercises. Units operating forward arming and refueling points will train with realistic ammunition and fuel requirements.

### **7-8. WEATHER TRAINING.**

a. Aviation commanders will--

(1) Establish a local weather training program for aviation personnel, which must include a seasonal semiannual weather briefing and New Aviator Weather Training as prescribed in Appendix E, para E-3.

(2) Ensure ATC and tower operators receive annual weather training.

(3) Coordinate aircrew weather training with the local weather unit or parent detachment. Requests should be made with a minimum of 1 week in advance. If the local weather unit or detachment are unavailable, contact the Eighth Army Staff Weather Officer (SWO) for assistance.

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(4) Ensure training is documented.

b. The local weather unit, parent detachment, or Eighth Army SWO will arrange instructor support for weather training. If local weather teams are not available (e.g. deployed on an exercise), contact the 607<sup>th</sup> WS for assistance in arranging for the required support. The unit requesting the training will fund travel by the 607<sup>th</sup> WS personnel.

c. The program of instruction for Army aviator weather training must include, but is not limited to--

(1) Locations prone to low visibility conditions.

(2) Visual depictions of cloud levels with respect to terrain elevation along a route.

(3) Seasonal weather patterns with emphasis on fog formation.

(4) Types of icing to be encountered and effects on aircraft.

(5) Thunderstorms, frontal systems, and associated cloud types, precipitation, and other hazards.

(6) Completing DD Form 175-1 for flights conducted under VFR and IFR conditions.

(7) Submission of PIREP(s).

d. The program of instruction (POI) for ATC tower operators will include, but is not limited to weather observations and cooperative weather watch criteria and procedures.

### **7-9. AIR DEFENSE IDENTIFICATION ZONE BRIEFING (ADIZ).**

a. Rotary wing aviators will receive an initial ADIZ briefing if required by the unit mission. The briefing must include the location and identification of ADIZ boundaries, corridors, checkpoints, ATC policies and facilities, and disorientation and emergency procedures.

b. Fixed wing aviators will comply with ACC Reg 60-8.

**7-10. AEROMEDICAL CONTINUING EDUCATION TRAINING PROGRAM.** Unit commanders will develop a unit aeromedical continuing education training program that meets the unit's specific needs and Mission Essential Task List using FM 3-04.301 as a guide. Commanders shall involve the supporting flight surgeon in the development and instruction of the program. At a minimum, the subjects listed in FM 3-04.301, paragraph 1-9, must be trained annually to all Eighth Army aircrew members in operational flying positions.

**7-11. ENVIRONMENTAL, UNIT PECULIAR AND SPECIAL TRAINING AREAS.** Aviation Unit Commanders shall establish training programs and SOPs that support unit specific missions and Mission Essential Task Lists.

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### **7-12. COORDINATION PROCEDURES FOR DECK LANDING.**

- a. Eighth Army G-3 Aviation (DSN 723-4258) will identify and consolidate all requests for deck landing qualifications and training.
- b. Eighth Army G-3 Aviation will coordinate with CNFK, N-3 (DSN 723-4909) for scheduling of air capable platforms.

### **7-13. OVER WATER AIRCREW REQUIREMENTS.** Eighth Army aircrew members that perform an over water mission must--

- a. Have a current Dunker validation.
- b. Have a current HEEDS validation, if HEEDS is utilized as part of the ALSE.
- c. Wear anti-exposure flight uniform when water temperature is below 60 deg F.

### **7-14. LASER CONSIDERATION AND PROTECTION.** Laser activity on the battlefield and during armistice operations is inevitable. Aviation unit commanders shall ensure that garrison and tactical SOPs address:

- a. Laser protection procedures during flight operations.
- b. Annual laser safety procedure training/academics.

**CHAPTER 8**

**EIGHTH ARMY FLYING HOUR PROGRAM (EFHP)**

**8-1. OBJECTIVES.**

a. This chapter sets forth responsibilities, policies and procedures for management and operation of the Eighth Army Flying Hour Program (EFHP) by Eighth Army MSC Resource Managers (RMs) and Aviation Brigade FHP Managers.

b. The objectives of this chapter are to--

(1) Standardize the management and operation of the EFHP.

(2) Ensure that resources allocated to the EFHP are used in the most economical manner and achieve the greatest training impact.

**8-2. RESPONSIBILITIES.**

a. Commanding General, Eighth Army is responsible for establishing training priorities, implementation and administration of the EFHP IAW Department of Army (HQDA) DCSOPS.

b. Eighth Army ACofS, G3 is responsible for managing the EFHP.

c. Eighth Army ACofS, G3 RM Division is responsible for--

(1) Developing and managing the FHP budget per guidance from the HQDA DCSOPS, Eighth Army CG, and Eighth Army G3.

(2) Implementing and administrating the EFHP program IAW AR 95-1, Chapter 10, and this chapter of Eighth United States Army Reg 95-1.

(3) Issuing guidance to Commanding General, Eighth Army, through the Eighth Army CofS and Eighth Army G3, to MSC Commanders, MSC RMs, and Aviation Brigade Commanders on their allocated hours and funding.

(4) Distributing the HQDA authorized flying hours and Program Budget Guidance (PBG) funding to appropriate MSC RMs and Aviation Brigade Commanders.

(5) Providing HQDA Cost Economic Analysis Center (CEAC) developed, aircraft cost rate data to appropriate MSC RMs and Aviation Brigade Commanders.

(6) Performing execution oversight of the EFHP funds and hours IAW MSC RMs, Aviation Brigade execution, AR 95-1, Chapter 10, and Eighth United States Army Reg 95-1, Chapter 8.

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(7) Reporting EFHP execution of hours and funding to HQDA (DAMO-TRC) on a monthly quarterly basis, or as required.

(8) Preparing and conducting quarterly EFHP reviews with MSC Commanders, MSC RMs, and Aviation Brigade FHP Managers for the Eighth Army CofS and Commanding General.

(9) Developing the EFHP Program Objective Memorandum (POM) and Integrated Priority List (IPL) for the program years.

(10) Developing the EFHP requirements and forwarding to HQDA (DAMO-TRC) on an annual basis or as required.

(11) Representing Eighth Army G3, the MSC RMs, and Aviation Brigade Commanders at all Eighth Army ACofS RM Program Budget Advisory Committees (PBACs) and Senior Resource Management Councils (SRCs) to brief EFHP requirements and execution of MSC FHPs.

d. MSC Commanders are responsible for implementing and administrating their FHPs IAW Commanding General, Eighth Army directive, AR 95-1, Chapter 10, and Eighth United States Army Reg 95-1, Chapter 8.

e. MSC RMs are responsible for--

(1) Allocating authorized EFHP funds received from G3 RM to appropriate MSC FHP Managers.

(2) Coordinating with their Aviation Brigade FHP Managers, to jointly review and evaluate annual FHP to be forwarded to Eighth Army G3 RM.

(3) Coordinating with their Aviation Brigade FHP Managers to submit annually projected FHP hours/dollars requirements IAW DA budget guidance, Eighth Army G3 RM budget guidance and this regulation, Table 8-1.

(4) Coordinating with their Aviation Brigade FHP Managers to submit monthly/quarterly FHP hours and dollars execution reports to the Eighth Army G3 RM.

(5) Participating in quarterly FHP reviews, PBACs, and SRCs with their MSC Commanders, Eighth Army G3 RM, Eighth Army G3, Eighth Army CofS, and the Commanding General, Eighth Army.

f. MSC Aviation Brigade FHP Managers are responsible for--

(1) Managing and participating with MSC RMs in periodic joint reviews and evaluation of their FHPs.

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(2) Validating FHP funding received through their MSC RMs from Eighth Army G3 RM IAW HQDA budget guidance, Eighth Army Budget guidance, and this regulation.

(3) Submit monthly/quarterly FHP hours and dollars execution reports to their MSC RMs for submission to Eighth Army G3 RM.

(4) Participating in quarterly FHP reviews with their MSC Commanders and MSC RMs. Eighth Army G3 RM, Eighth Army G3, Eighth Army Chief of Staff, and the Commanding General, Eighth Army.

### **8-3. EFHP CONCEPT OF MANAGEMENT.**

a. The EFHP is managed through control of flying hours in each of the three fiscal funding cycles that sometimes concurrently occur: the program, budget and execution cycles (AR 95-1, Chapter 10, paragraphs 10-4 thru 10-8).

b. DAMO-TRC uses flying hour requirements provided by Eighth Army G3 RM to build the program for any of the three phases. Cost rate data based on three years of demand data provided by HQDA CEAC enables calculation of the EFHP costs.

c. DAMO-TRC notifies Eighth Army G3 RM of the approved EFHP through Program Budget Guidance (PBG), a document normally published at the beginning of the Eighth Army budget cycle in January of the budget year. During this budget formulation phase and during the following execution year, beginning on 1 October of the same year, DAMO-TRC publishes message traffic to communicate the execution year program to Eighth Army on a periodic basis.

d. Flying hour requirements emanating from the MSC Aviation Brigades are forwarded through the Eighth Army G3 RM to DAMO-TRC if flying hours and funding requirements change. Aviation units determine flying hour requirements IAW their approved aircrew training program and the availability of funds.

e. In the execution year, the approved EFHP sent by Eighth Army G3 RM to HQDA (DAMO-TRC) is divided into a phase execution plan by month to serve as the projected hours for each monthly/quarterly report. Executed flying hours collected and validated by Eighth Army G3 RM are sent each month/quarter to DAMO-TRC for comparison against projected hours to determine success rates. Deviations of five or more percent (+/-5%) from projections require an explanation. Projections, execution, and explanations are reported to Eighth Army leadership.

f. MSC RMs and Aviation Brigade FHP managers may request, through Eighth Army G3 RM, adjustments to their flying hour projections prior to the end of execution quarter. The Eighth Army G3 RM will coordinate with Eighth Army leadership, consolidate requests, and forward to HQDA (DAMO-TRC).

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### **8-4. EFHP MANAGEMENT OF CYCLE.**

a. The Program cycle requires that Eighth Army G3 RM, in coordination with MSCs, validate established EFHP funding for the Program years, and provide changes of EFHP requirements and some forces structure data for a six-year period. The data is input by DAMO-TRC into a document, the Program Objective Memorandum (POM). The POM/Mini POM is built every year. The Eighth Army submission is in February.

b. The Eighth Army Budget cycle occurs each year starting in January upon receipt of the approved President's Budget from HQDA and Eighth Army ACofS, RM, and ends towards the end of the same calendar year upon receipt of the HQDA Army Budget Office Final Funding Letter. Eighth Army G3 RM determines EFHP hours and funding requirements based on other guidance received from HQDA (DAMO-TRC) and CEAC and coordinates EFHP requirements from MSC RMs and Aviation Brigade Commanders. If there are no changes, this initial budget received in January will be provided to the MSCs to begin the following fiscal year. Changes to hours and funding will be provided as they occur.

c. The Execution cycle, beginning on 1 October, uses the Initial President Budget Guidance received in January of the same calendar year if no changes have occurred during the Eighth Army Budget cycle. Other changes to EFHP funding may occur upon receipt of the HQDA Final Funding Letter. To account for any changes, Eighth Army G3 RM requests flying hour requirements and structure data from MSC RMs and Aviation Brigade Managers to rebuild the execution year program for submission to DAMO-TRC.

(1) Eighth Army G3 RM recalculates the EFHP and provides the approved EFHP to the MSC RMs and Aviation Brigade Commanders in late August. The flying hours and funding status of this program will be included. Eighth Army G3 RM will provide changes to the EFHP in the same manner as they occur.

(2) Eighth Army G3 RM provides the approved FHP to MSC RMs and Aviation Brigade Commanders and establishes reasonable suspense dates to receive monthly/quarterly projections. These projections will be reviewed and consolidated by Eighth Army G3 RM for submission to DAMO-TRC.

(3) MSC RMs will coordinate with their Aviation Brigade FHP Managers and will provide rotary wing execution reports by the 20<sup>th</sup> of each month to Eighth Army G3 RM. Fixed wing execution reports are due NLT the 5<sup>th</sup> day of the following month. These reports will be reviewed and validated for submission to HQDA (DAMO-TRC) by the 10<sup>th</sup> day of the following month. Eighth Army G3 RM will provide the reports to Eighth Army CofS and Eighth Army G3 prior to submission to HQDA.

d. Aviation Brigade Commanders will submit monthly/quarterly reports to Eighth Army G3 RM through their MSC RMS IAW Eighth United States Army Reg 95-1, Chapter 10, and Table 8-1.

**8-5. GENERAL EFHP MANAGEMENT POLICY.**

- a. The EFHP applies to standard Army aircraft and will be centrally managed by Eighth Army G3 RM and decentrally executed by MSC RMs and Aviation Brigade Commanders.
- b. Hours are normally distributed from Eighth Army G3 RM to the MSCs with accompanying funds. Unfunded hours distributed to subordinate agencies must be accompanied with the stipulation that they will be flown only if covered by sufficient funds. Unfunded hours are not included in forecasts of execution.
- c. Hours can only be cross-leveled between like aircraft systems by G3 RM, with the approval of Eighth Army leadership, during any quarterly review process or on an as need basis.
- d. HQDA (DAMO-TRO) will not allow Eighth Army to turn in any unflown flying hours. If aviation Brigades are unable to fly their FHP, G3 RM will coordinate with other MSCs for a transfer of hours and funds.
- e. Aviation Brigades that have hours remaining at the end of the EFHP FY, fail to execute their FHP.
- f. The EFHP direct cost rates are the only cost rates authorized for use with the FHP. Direct costs for the FHP include petroleum oils and lubricants (POL), consumable repair parts, and depot level repairable spare parts. Other Aviation Brigade funding requirements are to be provided by MSC RMs in their Ground Operating Tempo (OPTEMPO) budget. MSC RMs must submit funding requirements to Eighth Army G3 RM for inclusion in their fiscal funding.
- g. Eighth Army G3 RM determines the approved EFHP IAW Eighth Army leadership guidance and DAMO-TRC.
- h. The term flying hour OPTEMPO is an index used at HQDA to express the flying hour programs for rotary wing aircraft assigned in FORSCOM, USAREUR, USARPAC, Eighth Army, and USARSO as well as the ARNG and USAR. Flying hour OPTEMPO is not intended for use at MACOM/Agency level for determining requirements or as a measure of achievement.
- i. The flying hour year starts on 16 September and ends on 15 September. The first quarter starts 16 September and ends 15 December; second quarter starts 16 December and ends 15 March; third quarter starts 16 March and ends 15 June; fourth quarter starts 16 June and ends 15 September. For reporting purposes, however, fixed wing aircraft hours are calculated during a normal month, i.e., 1-30 November.
- j. Flying hours reported to Eighth Army G3 RM as being executed must mirror those hours reported on DA Form 1352 (Army Aircraft Inventory, Status and Flying Time) as outlined in AR 700-138. DA Form 1352 is available electronically. (See App A.) HQDA CEAC will coordinate with Eighth Army G3 RM monthly for a reconciliation of reported flying hours. Deviation must be explained and adjustments made to reports as required.



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k. After the EFHP quarterly execution report has been forwarded to DAMO-TRC, errors detected in that report by Eighth Army G3 RM can only be corrected by applying hours to the next quarter and ensuring the cumulative data is correct.

l. Reconciliation of MSC EFHP will be IAW the timeline established in Table 8-1. Eighth Army G3 RM FHP Manager will contact MSC RMs and Aviation Brigade FHP Managers to complete this action.

### **8-6. PROCEDURES FOR DEVELOPING THE EFHP POM.**

a. IAW HQDA and Eighth Army suspenses, Eighth Army G3 RM will submit EFHP rollup of the six POM years to HQDA (DAMO-TRC), based on full coordination and input of data from MSC RMs and Aviation Brigade FHP Managers. Initial input for the program is at the aviation unit (normally company) level. Factors to be considered are individual and unit training requirements, mission support requirements, anticipated force structure, and logistical constraints. Unit-level FHP input is then consolidated and submitted to the MSC RM for consolidation and budget estimation. Paragraph 8-13 contains data collection instructions for aviation unit-level EFHP development.

b. Eighth Army G3 RM shall coordinate with MSC RMs and Aviation Brigade FHP Managers to determine the anticipated force structure (AVG ACFT) using average number of operational aircraft (no floats) along with required hours (HOURS REQ) for each year of the POM.

c. Eighth Army G3 RM must insert special flying hour requirements, for example, AH-64A, in the appropriate alphanumeric order. Currently, Eighth Army special flying hour requirements such as disaster relief operations are identified by DAMO-TRC using suffixes A through D; they are changed as the operational requirements change and are identified for the current year in the support will coordinate with DAMO-TRC to obtain a suffix prior to submission of POM FHP requirements. No aircraft numbers are required.

d. Eighth Army G3 RM shall submit EFHP POM submission in February to HQDA (DAMO-TRC) and the ACoS, RM. Upon completion of the POM build, normally in May of the POM year, the EFHP POM is incorporated into PBG Vol1 and forwarded to the Eighth Army G3 RM, in the May edition. Eighth Army G3 RM shall look at the May edition of PBG Vol 1 for the latest proposed resource data for the POM and the current budget positions.

### **8-7. PROCEDURES FOR DEVELOPING THE EFHP BUDGET.**

a. Upon receipt of the Eighth Army PBG in January from HQDA (DAMO-TRC) and the Eighth Army ACoS, RM, Eighth Army G3 RM shall advise the MSC RMs and the Aviation Brigade Commanders of their allocated hours and funding. Aviation Brigade Commanders must validate the HQDA guidance or request changes, providing justifications for the changes to their hours and/or to the cost factors to Eighth Army G3 RM.

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b. Eighth Army G3 RM will submit all MSC EFHP funding distributions to the Eighth Army ACoS, RM for review and the Budget PBAC and SRC process. Upon approval, the EFHP shall be submitted to HQDA (DAMO-TRC) in the July timeframe.

c. HQDA (DAMO-TRC) shall advise Eighth Army G3 if there are changes to the initial distribution and what these changes are. Eighth Army G3 RM must then advise the MSC RMs and the Aviation Brigade Commanders on how they shall execute their EFHP during the Execution year.

### **8-8. PROCEDURES FOR REPORTING THE EXECUTION YEAR FHP.**

a. Based on coordination with the MSC RMs and Aviation Brigade Commanders and guidance received during the Budget cycle from HQDA (DAMO-TRC). Eighth Army G3 RM shall issue guidance to MSC RMs and Aviation Brigade Commanders on what their EFHP hours and funding will be for the fiscal year.

b. Eighth Army G3 RM shall issue guidance to MSC RMs and Aviation Brigade Commanders on required reports, their formats, timeframes they are due, and expected EFHP Reviews.

c. Eighth Army G3 RM Shall conduct monthly/quarterly reviews with MSC RMs and Aviation Brigade FHP Managers to clarify reports on hours and funding, to clarify issues submitted by HQDA (DAMO-TRC and CEAC), and prepare for EFHP Quarterly Reviews.

### **8-9. PROCEDURES FOR SUBMITTING THE MONTHLY AND QUARTERLY PROJECTIONS REPORT.**

a. MSC RMs shall submit monthly and quarterly projections by email to Eighth Army G3 RM per the timeline established in Table 8-1 and on the format provided in Table 8-2. Eighth Army G3 RM will provide the report format by email. Projections for each month and for all four quarters will have to be submitted.

b. Use applicable aircraft format IAW Table 8-2. Hours may not deviate from those in established Eighth Army G3 RM guidance unless coordinated with and approved by Eighth Army G3 RM.

c. Monthly and quarterly projections form the basis for measuring the successful accomplishment of the FHP by comparing them with the execution data provided in paragraph 8-10.

### **8-10. PROCEDURES FOR REPORTING THE EFHP EXECUTION.**

a. Aviation Brigade Commanders will submit each FHP execution report through their MSC RM to Eighth Army G3 RM, IAW the timeline on Table 8-1, the projections provided on Table 8-2, and on the format provided at Table 8-3. Eighth Army G3 RM will provide the report format

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by email at the beginning of the fiscal year. MSC RMs will forward the execution reports by email only to Eighth Army G3 RM.

b. Use applicable aircraft format IAW Table 8-3. Include by aircraft type the following information regarding hours flown: day hours (D); night unaided hours (N); night hours using night vision goggles (NVG); and, night systems hours flown (NS). NS hours are those with night vision system installed on aircraft used during night, for example, pilot night vision sensor (PNVS) or forward looking infrared radar (FLIR). Also, log only NS hours when two or more devices are used in conjunction with FLIR and PNVS. Additionally, include in this report the month on-hand aircraft, the month on-hand pilots, month projected hours, month executed hours. Do not include operational readiness float or float aircraft numbers.

c. Round hours to the nearest whole number (.5 - .9 round up and .1 - .4 round down).

d. Include as part of the report rationale for deviations plus or minus five per cent (+/-5%) from monthly projections by aircraft type. For example, details on the types of maintenance, with the impact to the aviation unit hours and funding should be included. If specific training events were canceled, the training event, other participants, the impact to the projected hours, and when the aviation unit plans to make up the hours should be detailed. Crew deficiencies will also impact the MSC projected hours and must be explained. Other situations should be noted in like detail.

e. DAMO-TRC consolidated Eighth Army FHP execution reports into standardized formats that allow analysis compares resourced and executed OPTEMPO, projections and execution, and cumulative versus projected execution along with rationale for deviations plus or minus five per cent (+/-5%) from projections.

### **8-11. PROCEDURES FOR CROSS-LEVELING HOURS.**

a. Eighth Army G3 RM can adjust and cross-level hours internally in response to changing situations throughout the execution year. Normally cross leveling occurs during mid-year and third quarter reviews IAW the timelines established in Table 8-1.

b. Hours that are transferred from one MSC to another MSC will require the transfer of funds equal to the cost per flying hour for each type aircraft.

(1) Eighth Army G3 RM may cross-level flying hours between like series aircraft (C-12F and C-12J).

(2) Eighth Army G3 RM shall not cross-level flying hours between different mission/design/series aircraft (UH-60, or AH-64). The Eighth Army G3 RM must obtain approval for this action from HQDA (DAMO-TRC).

c. The adjusted hours from cross-leveling between different mission/design/series aircraft will not be used to determine MSC's FHP execution. The hours issued to the MSC in the beginning of the FY will be the hours used to determine how well the unit executed the FHP.

**8-12. PROCEDURES FOR TRANSMITTING CORRESPONDENCE TO EIGHTH ARMY G3 RESOURCE MANAGEMENT.**

a. The monthly/quarterly projection and execution reports will be transmitted by email only. Eighth Army G3 RM must receive the monthly execution report, IAW the timeline established in Table 8-1 and on the formats provided in Table 8-2 and 8-3.

b. Reports will be prepared by Aviation Brigade FHP Managers, approved by the Aviation Brigade Commander, reviewed and forwarded by the MSC RM.

**8-13. INSTRUCTIONS FOR FHP DATA COLLECTION AND PREPARATION.**

Unit profile data will be required for further use and is essential in developing the EFHP. Formulate EFHP requirements for training IAW TC 1-210. The following is a step-by-step outline of the data collection process:

a. Step 1 - Determine unit type.

- (1) Combat support aviation unit
- (2) General support aviation unit
- (3) Assault support medium helicopter unit
- (4) Air ambulance unit
- (5) Air cavalry troop
- (6) Attack helicopter unit
- (7) Table of distribution and allowance units/detachments

b. Step 2 - Determine aircraft type.

- (1) AH-64A
- (2) AH-64D
- (3) AH-64DW
- (4) CH-47
- (5) OH-58D
- (6) UH-60A
- (7) UH-60L
- (8) EH-60A
- (9) C-12
- (10) UC-35

c. Step 3 - Determine current table of organization and equipment (TOE) series.

d. Step 4 - Determine appropriate Army Training Evaluation Program manual.

e. Step 5 - Determine number of aircraft assigned based on TOE/TDA.

f. Step 6 - Determine the average number of aviators authorized and assigned based on TOE/TDA.

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- g. Step 7 - Determine annual aviator turnover rate based on historical data and best estimate - nearly 100 percent in Eighth Army.
- h. Step 8 - Estimate number of newly assigned aviators to undergo qualification training based on historical data and best estimate.
- i. Step 9 - Estimate the number of newly assigned aviators to undergo refresher training based on historical data and best estimate.
- j. Step 10 - Determine the qualification training-planning factor based on chapter 2 of the appropriate ATM.
- k. Step 11 - Determine the refresher-training factor based on chapter 3 of the appropriate ATM.
- l. Step 12 - Determine the mission training planning factor based on chapter 4 of the appropriate ATM and any adjustments made to mission training by the unit commander.
- m. Step 13 - Determine the continuation training-planning factor based on chapter 5 of the appropriate ATM and adjustments made to continuation training factor applied by the unit commander.
- n. Step 14 - Determine Synthetic Flight Training System training hour factor per aviator to be subtracted (compatible simulator only) from the total FHP training requirement for each aviator assigned.
- o. Step 15 - Estimate percentage of individual training ATM accomplished within unit training and mission support hours based on historical data and best estimates.
- p. Step 16 - Estimate percentage of unit training accomplished within mission support hours based on historical data and best estimate.
- q. Step 17 - Estimate percentage of a training year remaining for newly assigned aviators to complete continuation training based on average amount of time it takes a newly assigned aviator to complete qualification, refresher, and mission training. (Use historical data and best estimate.)

<b>EFHP MANAGEMENT REPORTS</b>		
<b>REPORT</b>	<b>DATE DUE</b>	<b>REMARKS</b>
Monthly FHP Execution Hours (rotor wing)	20th of the Month	Monthly, submitted to Eighth Army G3 RM by MSC RM due the 20 <sup>th</sup> of each month.
Monthly FHP Execution Hours (fixed wing)	5 <sup>th</sup> of the Month	Monthly, submitted to Eighth Army G3 RM by MSC RM due the 5 <sup>th</sup> working day of each month.
Monthly FHP Execution Funds (All aircraft)	5 <sup>th</sup> of the Month	Monthly, submitted to Eighth Army G3 RM by MSC RM due the 5 <sup>th</sup> working day of each month.
Quarterly FHP Execution Hours (rotary wing)	Last month of the new Quarter/Day 20	Quarterly, submitted to Eighth Army G3 RM by MSC RM due the 20 <sup>th</sup> of month.
Quarterly FHP Execution Hours (fixed wing)	First month of the new Quarter/Day 5	Quarterly, submitted to Eighth Army G3 RM by MSC RM due the 5 <sup>th</sup> working day of each month.
Quarterly FHP Execution Funds (All aircraft)	First month of the new Quarter/Day 5	Quarterly, submitted to Eighth Army G3 RM by MSC RM due the 5 <sup>th</sup> working day of each month.
1 <sup>st</sup> Quarter FHP Review	15 JAN – 10 FEB	Annual, cross leveling of hours, budget review.
Mid Year FHP Review	15 FEB – 10 MAR	Annual, cross leveling of hours, budget review.
Resource Update	1 APR	Initial EFH request for the next FY, i.e., submit 1 APR 02 for FY 03 FHP.
Third Quarter Review	15 MAY – 10 JUN	Annually, cross-leveling of hours, budget review.
FHP Reconciliation	1 AUG - 20 AUG	Ensure EFHP and MSC's EFHP coincide.
Monthly Projections Hours/Dollars	10 OCT	Annually, projections based on approved program by Eighth Army G3 RM

Table 8–1. EFHP Management Report.

## Eighth United States Army Reg 95-1

Unit: \_\_\_\_\_

Point of Contact: \_\_\_\_\_

Name: \_\_\_\_\_

Month: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Unit	AMS	TMS	PROGRAM HRS	PROGRAM ACFT	PROGRAM PILOT	MONTH ON HAND ACFT	MONTH ON HAND PILOT	MONTH PROJECTED HRS	MONTH EXECUTED HRS	MONTH DAY HRS	MONTH NIGHT HRS	MONTH NIGHT GOG HRS	MONTH NIGHT SYS HRS
2ID	11101100	AH-64D	3,240	15	40	0	0	0	0	0	0	0	0
2ID	111011000A	AH-64DW	1,944	9	24	0	0	0	0	0	0	0	0
2ID	111011000B	H-60	601	3	6	0	0	0	0	0	0	0	0
2ID	111011000C	H-58D	3,917	16	37	0	0	0	0	0	0	0	0
2ID	111011000U	H-60A	1,632	8	16	0	0	0	0	0	0	0	0
2ID	111011000U	H-60L	6,120	30	75	0	0	0	0	0	0	0	0
6CAV	112001000	AH-64A	10,368	48	128	0	0	0	0	0	0	0	0
17 TH	114001000	C-12	3,600	6	6	0	0	0	0	0	0	0	0
17 TH	114001000C	H-47D	6,413	32	88	0	0	0	0	0	0	0	0
17 TH	114001000U	C-35	1,600	2	4	0	0	0	0	0	0	0	0
17 TH	114001000U	H-60A	6,732	33	84	0	0	0	0	0	0	0	0
18 TH	114008000U	H-60A	6,120	30	58	0	0	0	0	0	0	0	0
			52,287	232	566	0	0	0	0	0	0	0	0

**Table 8-2. EFHP Monthly/Quarterly Projection Report.**

Unit: \_\_\_\_\_

Point of Contact: \_\_\_\_\_

Name: \_\_\_\_\_

Month: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Unit	AMS	TMS	PROGRAM HRS	PROGRAM ACFT	PROGRAM PILOT	MONTH ON HAND ACFT	MONTH ON HAND PILOT	MONTH PROJECTED HRS	MONTH EXECUTED HRS	MONTH DAY HRS	MONTH NIGHT HRS	MONTH NIGHT GOG HRS	MONTH NIGHT SYS HRS
2ID	11101100	AH-64D	3,240	15	40	0	0	0	0	0	0	0	0
2ID	111011000A	AH-64DW	1,944	9	24	0	0	0	0	0	0	0	0
2ID	111011000B	H-60	601	3	6	0	0	0	0	0	0	0	0
2ID	111011000C	H-58D	3,917	16	37	0	0	0	0	0	0	0	0
2ID	111011000U	H-60A	1,632	8	16	0	0	0	0	0	0	0	0
2ID	111011000U	H-60L	6,120	30	75	0	0	0	0	0	0	0	0
6CAV	112001000	AH-64A	10,368	48	128	0	0	0	0	0	0	0	0
17 TH	114001000	C-12	3,600	6	6	0	0	0	0	0	0	0	0
17 TH	114001000C	H-47D	6,413	32	88	0	0	0	0	0	0	0	0
17 TH	114001000U	C-35	1,600	2	4	0	0	0	0	0	0	0	0
17 TH	114001000U	H-60A	6,732	33	84	0	0	0	0	0	0	0	0
18 TH	114008000U	H-60A	6,120	30	58	0	0	0	0	0	0	0	0
			52,287	232	566	0	0	0	0	0	0	0	0

1. Deviations of +/-5% for both hours and funding must be fully explained.
2. Special or new missions must be identified and explained.
3. Requests for additional (or turn in) of hours, with or without funding must be identified and explained.

**Table 8-3. EFHP Execution Report.**

Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) through the unit chain of command to the Commanding General, Eighth United States Army (G-3 Aviation Division (EAGC-EA-ES)), Unit #15236, APO AP 96205-0009. This publication is available only electronically at: <https://www-eusa.korea.army.mil>

FOR THE COMMANDER:

A stylized, handwritten signature in black ink, appearing to read 'F.W. Morris'.

F.W. MORRIS  
Assistant Adjutant General

DISTRIBUTION:  
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OFFICIAL:  
WILLIAM D. IVEY  
COL, GS  
Chief of Staff



**APPENDIX A**

**REFERENCES**

**Section I. REQUIRED PUBLICATIONS**

ACCR 55-3 (Identification and IFF/SIF Procedures) (Classified). Cited in paragraph 3-8a.

ACCR 60-8 (Prevention of Inadvertent Overflight of Non-Friendly Borders). Cited in paragraphs 3-7 and 7-9b.

AR 95-1 (Flight Regulations). Cited in paragraphs 2-1a, 2-2, 2-3, 2-4a, 2-6a, 2-8, 2-9e, 2-12c(1), 3-6e(1), 3-6e(6), 3-11c, 4-6a, 4-8a(4), 4-8b(1), 4-9a, 4-12, 4-13a, 5-7, 6-3a, 8-2c(2), 8-2c(6), 8-2d, 8-3a, and appendix D.

AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids). Cited in paragraphs 2-5, 7-2b(2) and appendix D.

AR 215-1 (The Management and Operation of Army Morale, Welfare and Recreation Program and NAF Instrumentalities). Cited in paragraph 2-8.

AR 360-1 (The Army Public Affairs Program). Cited in paragraph 2-8.

AR 360-61 (Community Relations). Cited in paragraph 2-3.

AR 700-138 (Army Logistics Readiness and Sustainability). Cited in paragraph 8-5j.

CFC/USFK Memo 95-1 (ROK-U.S. Combined Forces Command and United States Forces, Korea Staff Administrative Aviation Support). Cited in paragraph 2-2.

DA Pam 25-30 (Consolidated Index of Publications and Blank Forms). Cited in paragraph 2-6d.

DOD 4515.13-R (Department of Defense Air Transportation Eligibility Regulation). Cited in paragraph 2-2.

DOD 5435.2-I (Delegation of Authority to Approve Travel in and Use of Military Carriers for Public Affairs Purposes). Cited in paragraph 2-3.

FAR Part 105 (Fed ACQ Reg). Cited in paragraph 2-8.

FM 1-402 (Aviator's Recognition Manual). Cited in paragraph 7-6a.

FM 3-04.301 (Aeromedical Training for Flight Personnel). Cited in paragraph 7-10.

FM 57-220 (Static Line Parachuting Techniques and Training). Cited in paragraph 2-9b.

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TC 1-210 (Aircrew Training Program, Commanders Guide to Individual and Crew Standardization). Cited in paragraphs 2-6a, 4-1a, 4-2c, 4-2d, 4-2f, 4-9a, 4-10a and 8-13.

TC 21-24 (Rappelling). Cited in paragraph 2-9b.

TM 1-1500-250-23 (Aviation Unit and Aviation Immediate Maintenance for General Tie-down and Mooring on all Series Models, AH-64-, UH-60, CH-47, UH-1, AH-1, OH-58 Helicopters). Cited in paragraph 2-10a.

UNC/CFC/USFK Reg 95-3 (Korean Tactical Zone (RK) P-518 Flight Procedures). Cited in paragraphs 3-3a and 3-7.

UNC/CFC/USFK Reg 95-14 (Flight Information and Flight-Following Services (Low-Level)). Cited in paragraphs 2-5, 3-3a, and 3-7.

USFK Pam 25-30 (Index of Administrative Publications and Blank Forms). Cited in paragraph 2-6d.

USFK Reg 55-355 (Korea Traffic Management). Cited in paragraph 2-2.

USFK Reg 95-4 (Procedures for Requesting and Allocating Army Aircraft Support for Administrative and Tactical Operations and Civil/Military Emergencies). Cited in paragraph 2-2.

USFK Reg 360-4 (Community Relations). Cited in paragraphs 2-3 and 2-8.

## **Section II. RELATED PUBLICATIONS.**

ACCR 51-1 (Flying Training, Low Level Navigation).

ACCR 55-9 (Procedures for Use of Training Areas).

AR 15-6 (Procedures for Investigating Officers and Boards of Officers).

AR 40-8 (Temporary Flying Restrictions Due to Exogenous Factors).

AR 95-27 (Operational Procedures for Aircraft Carrying Hazardous Materials (AFT 55-14, OPNAVINST 3710.31C)).

AR 702-4 (Contract Quality Assurance for Maintenance and Overhaul of Major Items and Components).

Republic of Korea Aeronautical Information Publications.

TC 1-209 (Aircrew Training Manual Observation Helicopter, OH-58D Aviator/Aeroscout Observer).

**Section III. READING FILE REQUIREMENTS**

The following list of publications constitutes the minimum to be contained in the aircrew information reading file. AR 95-1, appendix A, lists additional references that should be on hand, but are not required in the reading file.

AR 40-8 (Temporary Flying Restrictions Due to Exogenous Factors).

AR 95-1 (Flight Regulations).

AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids).

Aviation-related DA policy messages.

Eighth Army Reg 95-1 (Eighth Army General Provisions, Flight Regulations and Training Guidance).

Eighth Army Aviation Bulletin (last two years).

Eighth Army Aviation policy letters, messages, and STAMs.

Flight Information Bulletins.

Operations, standardization, and ground handling annexes to unit SOPs.

UNC/CFC/USFK Reg 95-3 (Korean Tactical Zone (RK) P-518 Flight Procedures).

UNC/CFC/USFK Reg 95-14 (Flight Information and Flight-Following Services (Low-Level)).

USFK Reg 95-4 (Procedures for Requesting and Allocating Army Aircraft Support for Administrative and Tactical Operations and Civil/Military Emergencies).

USFK Reg 360-4 (Community Relations).

Unit airfield traffic patterns.

607<sup>th</sup> WS Pam 15-5 (Korean Theater Weather Support and Climatology).

**Section IV. PRESCRIBED FORMS**

\*DA Form 759 (Individual Flight Record and Flight Certificate-Army).

\*DA Form 759-2 (Individual Flight Record and Flight Certificate-Army - Flying Hours Worksheet).

\*DA Form 1352 (Army Aircraft Inventory, Status and Flying Time).

\*DA Form 2408-13-1 (Aircraft Maintenance and Inspection Record).

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\*DA Form 2408-18 (Equipment Inspection List).

\*DA Form 4186 (Medical Recommendation for Flying Duty).

\*DA Form 4507-R (Crewmembers Grade Slip).

\*DA Form 5484-R (Mission/Schedule Brief).

\*DA Form 7120-R (Commanders Task List).

\*DA Form 7120-1R (Crew Member Task Performance and Evaluation Requirements).

\*DA Form 7120-2R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet).

\*DA Form 7120-3-R (Crewmembers Task Performance and Evaluation Requirements, Remarks and Certification).

\*DA Form 7122-R (Crewmembers Training Record).

DD Form 175 (Military Flight Plan).

DD Form 175-1 (Flight Weather Briefing).

DD Form 1801 (DOD International Flight Plan).

**NOTE:** Forms preceded by an asterisk (\*) indicates the form is available electronically at:  
[www.usapa.army.mil](http://www.usapa.army.mil)

**APPENDIX B**

**INADVERTENT INSTRUMENT METEOROLOGICAL CONDITIONS (IIMC) RECOVERY PROCEDURES**

**B-1. INADVERTENT INSTRUMENT METEOROLOGICAL RECOVERY PROCEDURES.** This appendix provides aviators with a course of action to recover safely to a suitable airfield when encountering IIMC. The procedures below are to be used by those installations that have not established IIMC recovery procedures for their respective training areas.

**B-2. PREVENTIVE MEASURES.**

a. IIMC is an emergency, generally occurring at low altitudes, low airspeeds and with the aircrew unprepared for instrument flight. Aviators must evaluate existing weather as well as trends and make the decision to land or modify the mission before IIMC is encountered. If visual reference to the ground is lost, immediately transition to instruments. All aircrews must recognize that aircraft control is the single most important consideration. The procedures listed in each aircraft ATM should be followed.

b. Pre-mission planning must be employed when conditions are conducive to IIMC. The PC should select a suitable recovery airfield whenever the weather is below 1000 feet and 3 miles. The PC must ensure IIMC procedures are planned prior to takeoff and that all crewmembers are briefed on their specific duties and responsibilities. As a minimum, the PC should consider--

- (1) Fuel status.
- (2) Distance to recovery airfield.
- (3) Weather conditions at the recovery airfield.
- (4) Status of navigational aids.

c. Aircraft will not be flown on missions when predominant weather is forecasted to be less than 500-1 (Day) or 1000-3 (Night/NVD) unless the aircraft has the required navigation and communication equipment, a suitable approach procedure, and enough fuel to reach the recovery airfield plus 30 minutes at cruise flight.

**B-3. IIMC PROCEDURES.**

a. The local area is divided into three sectors for the purpose of IIMC. The Northeast sector is defined as P-518 sectors W, X and Y. The Northwest sector is defined as P-518 sectors S, T and V. The South sector is defined as that area south of the P-518 boundary.

b. In the event inadvertent IIMC is encountered, initiate IIMC procedures IAW the applicable ATM, turning only to avoid known obstacles, P-73 or DMZ over flight. Once established in the climb, if operating within P-518, turn to a heading of 150 to 170 degrees and continue climb to

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an altitude that will clear the highest terrain (Emergency Safe Altitude within 100nm of Seoul VOR (KSM) is 7700 ft.). Set the transponder to Emergency 7700 and contact an ATC facility (Airedale). If in the Northwest sector, request radar vectors to Seoul AB (RKSM) for a PAR approach. If in the Northeast sector, request radar vectors to Wonju AB (RKNW) or Sokcho (RKND) for a PAR approach. If in the Southern sector, request radar vectors to the nearest suitable recovery airfield (i.e. Seoul AB (RKSM), Osan AB (RKSO), Desiderio AAF (RKSG), Wonju AB (RKNW), or Sokcho (RKND) and perform the appropriate approach.

c. If unable to contact an ATC facility, set transponder to 7600 and proceed to the nearest suitable airfield with an approved instrument approach.

**APPENDIX C**

**SEVERE WEATHER PLAN**

**C-1. WEATHER DEFINITIONS.**

a. Weather advisories. An established weather condition that could affect operations is occurring or is expected to occur.

b. Flight Level Advisories (FLA). A bulletin issued to notify the aviators of hazardous flying conditions (such as thunderstorms, icing, and turbulence) throughout the ROK. FLAs are issued two times per day (or as required) by the USFK Theater Forecast Unit (TFU).

c. Weather watch. The potential for severe weather exists. Weather watches do not mean that severe weather is imminent, only that the potential exists.

d. Area Weather Advisory (AWA). An established weather condition of such intensity as to pose a hazard to property or life, for which the supported agency must take protective action, is occurring or is expected to occur. AWAs are issued as required by the USFK TFU.

**NOTE:** The AWA alerts commanders and aviators that weather conditions posing a hazard exist in the local area. However, they may not affect your particular location; conditions affecting a particular location will be identified in a Terminal Weather Warning (TWW).

e. Tropical storm Condition of Readiness (COR) Message. The 607<sup>th</sup> WS monitors tropical storm conditions and a message is issued by the USFK/J3, Director of Operations, CC Seoul that provides notification of an approaching tropical storm or typhoon.

**C-2. WEATHER ADVISORY PROCEDURES.** Criteria for weather advisories can be unique to each installation. The local aviation unit and 607 WS unit will work out guidelines for establishing weather advisory criteria and dissemination procedures unique to that installation.

**C-3. FLA CRITERIA.**

a. The USFK TFU issues FLAs. The following criteria are used:

(1) Thunderstorms to include maximum expected thunderstorm tops. Thunderstorm coverage will also be included (isolated, few, scattered, and numerous).

(2) Ceiling and/or visibility less than 500 feet or 1 nautical mile.

(3) Turbulence, light intensity or greater, at or below 10,000 feet MSL.

(4) Icing, light intensity or greater, at or below 10,000 feet MSL.

b. Upon receipt of a FLA for phenomena listed above, units will initiate actions to ensure aircraft safety, as described in Table C-1 below, when applicable.

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### **C-4. AWA CRITERIA.**

a. AWAs are issued by the USFK TFU to local 607 WS weather units, CC Seoul, and FOC Korea. It is the responsibility of the local flying unit and local 607 WS weather unit to develop procedures for notifying installation aviation units of military warning areas and watches in effect for that installation during periods in which 607 WS personnel are not on duty.

b. Upon receipt of an AWA concerning weather phenomena listed below, units will prepare to initiate actions to secure flight line equipment and aircraft, as described in Table C-1 below. Upon receipt of a TWW concerning weather phenomena listed below, units will initiate actions to secure flight line equipment and aircraft as described in Table C-1 below.

- (1) Tornadoes.
- (2) Surface winds greater than 45 knots.
- (3) Surface winds greater than or equal to 35 knots or less than 45 knots.
- (4) Hail greater than 0.5 inch.
- (5) Heavy rain greater than two inches in 12 hours or more than 5 inches in 24 hours.

### **C-5. TROPICAL STORM CONDITION OF READINESS (COR).**

a. Tropical storm COR messages are issued by USFK/J3-OPS, CC Seoul to peninsula wide unit commanders. Tropical Storm COR messages state that a typhoon or tropical storm is approaching the Korean peninsula and expected to produce surface winds at or above 50 knots in the geographic regions specified in the COR message using the following COR-level criteria:

- (1) COR 4. Surface wind greater than or equal to 50 knots are possible within 72 hours.
- (2) COR 3. Surface wind greater than or equal 50 knots are possible to occur within 48 hours.
- (3) COR 2. Surface wind greater than or equal to 50 knots are anticipated within 24 hours.
- (4) COR 1. Surface wind greater than equal to 50 knots is occurring or anticipated within 12 hours.

b. Upon receipt of a tropical storm COR message, units will initiate actions to secure flightline equipment and aircraft, or evacuate aircraft, as described in Table C-1 below, when applicable.



**C-6. UNIT PROTECTIVE ACTIONS.**

a. In the event of FLA or AWA or a TWW indicating the criteria winds listed below, the following actions will be taken as described:

- (1) Thunderstorms: Aircraft will remain clear of thunderstorms.
- (2) Ceiling and/or visibility less than 500 feet or 1 nautical mile (1000/1 for nighttime): Aircraft cannot routinely fly in the affected area (unless approved by the aviation battalion commander).
- (3) Turbulence: light intensity or greater, at or below 10,000 feet MSL: Aircraft will comply with appropriate operator's manual and avoid all severe turbulence areas, unless specifically approved by the first O-6 Colonel Aviation Commander in the unit chain of command. Aircraft will apply with appropriate operator's manual and avoid all extreme turbulence areas.
- (4) Icing: light intensity or greater, at or below 10,000 feet MSL: Aircraft will comply with appropriate operator's manual and avoid all severe or extreme icing areas.

b. In the event of either a local weather watch or AWA indicating the criteria listed below, the following actions will be taken as described:

- (1) Tornadoes--
  - (a) For tornado warnings: Suspend flight operations and instruct all personnel to take immediate cover. Protection of human life outweighs any attempts to implement resource protection plans.
  - (b) For tornado watches: Recall or ground aircraft. Hangar as many Fixed Wing (FW) and Rotary Wing (RW) aircraft as possible. (Tactical FW have priority over administrative airplanes.) Priority of FW hangaring is RC12, RC-7B, and C12. Priority of RW aircraft hangaring is OH58D, AH64, UH60, and CH47.
- (2) Winds forecast 50 knots or higher. Recall or ground aircraft. Hangar as many FW and RW aircraft as possible. (Tactical FW have priority over administrative airplanes.) Priority of FW hangaring is RC12, RC-7B, and C12. Priority of RW aircraft hangaring is OH58D, AH64, UH60, and CH47. Relocate assets to safe haven installation.
- (3) Winds forecasted 35-49 knots. Check mooring and tie-downs of aircraft not hangared. Secure loose items and materials. Minimize non-essential missions and prepare to suspend flying operations.
- (4) Hail greater than 0.5 inch. Recall or ground aircraft. Hangar as many FW and RW aircraft as possible. (Tactical FW have priority over administrative airplanes.) Priority of FW hangaring is RC12, RC-7B, and C12. Priority of RW aircraft hangaring is AH64D, OH58D, AH64A, UH60, and CH47.

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(5) Heavy rain greater than two inches in 12 hours or greater than 5 inches in 24 hours, or locally established criteria. Move aircraft to higher ground or relocate to a safe haven installation.

c. Commanders will ensure that clear and complete guidance is published in unit staff duty instruction books. Procedures for the recall of key individuals will be included. An officer will be assigned to the duty of monitoring the weather activity upon receipt of any weather watch, Terminal Weather Warning, or COR message indicating the possibility of severe weather at the installation or field site.

d. Commanders will consider additional protective measures to using shelters or artificial barriers, for example, trucks, tanks, buses, earthen berms, and personnel carriers as wind breaks. Aircraft will be positioned into the forecast wind when possible.

e. Commanders should have a specific severe weather plan for aircraft away from the assigned installation. At a field site or range, mooring of aircraft may not be possible; however, commanders should plan for evacuating aircraft or using natural terrain and man-made barriers to block high winds.

Table C-1.

## Severe Weather Aircraft Protective Levels

WX CATEGORY	WEATHER CONDITION	Protective Level (PL)
Advisories	Surface wind greater than or equal to 35 kts	1
Flight Level Advisory	Thunderstorms	5
Flight Level Advisory	Ceiling and/or visibility less than 500 feet or 1 nautical mile (1000/1 for night flights).	6
Flight Level Advisory	Turbulence: light intensity or greater, at or below 10,000 feet MSL.	5
Flight Level Advisory	Icing: light intensity or greater, at or below 10,000 feet MSL.	5
Area Weather Advisory	Surface wind greater than or equal to 45 kts	3
Area Weather Advisory	Surface wind greater than or equal to 30-44 kts	2
Area Weather Advisory	Hail greater than ½ "	3
Area Weather Advisory	Heavy rain greater than 2 inches in 12 hours or greater than 5 inches in 24 hours	7
COR 4	Surface wind greater than or equal to 50 kts within 72 hours	1
COR 3	Surface wind greater than or equal to 50 kts within 48 hours	2
COR 2	Surface wind greater than or equal to 50 kts within 24 hours	3
COR 1	Surface wind greater than or equal to 50 kts within 12 hours	4
Protective Level	Action	
PL 1	Secure all loose items and materials.	
PL 2	PL 1 plus check mooring and tie-downs of aircraft.	
PL 3	PL 1 & 2 plus aircraft will be hangared and windbreaks employed.	
PL 4	Units implement evacuation plan.	
PL5	Aircraft will comply with appropriate operator's manual and avoid FHB threats, as required. <b>NOTE:</b> Flights into known or forecast areas of severe turbulence are prohibited unless approved by the O-6 Colonel Aviation Commander or Eighth Army Safety Officer, IAW provisions outlined in Eighth United States Army Reg 95-1.	
PL6	Aircraft cannot fly.	
PL7	Relocate aircraft to higher ground or safe haven installation.	

**APPENDIX D**

**AVIATION SAFETY AND STANDARDIZATION REGIONS AND COMMITTEES**

**D-1. PURPOSE.** Installation regions have been designated to facilitate the management of standardization and airspace issues generally covered under AR 95-1 and 95-2. The intent is to decentralize, below the Major Army Command level, several aviation-related tasks that can be better managed at the local level.

**D-2. AVIATION SAFETY AND STANDARDIZATION REGIONS.**

a. Region I is the northern section of South Korea, outlined by the demilitarized zone (DMZ) to the north, the Yellow Sea to the west, and the East Sea to the east. The southern boundary is the common boundary between Region I and Region II begins at coordinate BG890544, BG912652, BG946610, BG998618, CG042616, CG058630, CG062646, CG106608, CG144630, CG154666, CG220672, CG216706, CG234734, CG246742, CG282740, CG314740, and CG328676. CG328676 is a common point between Region I, II, and III. The line continues northeast along highway 46 south of Chunchon to the city of Sokcho (East Sea).

b. Region II encompasses the greater metropolitan Seoul and adjacent areas. It is bordered on the west by the Yellow Sea, on the north by Region I, and on the south and southeast by Region III. The northern boundary is the common boundary between Region I, II and the southern boundary is the common boundary between Region III. Region II begins at coordinate BG890544, BG912652, BG936544, BG946610, BG998618, CG042616, CG058630, CG062646, CG106608, CG144630, CG154666, CG220672, CG216706, CG234734, CG246742, CG282740, CG314740, CG328676, CG382610, CG398578, CG366552, south along highway 43 (CG400552, CG422550, CG452486, CG430470), along highway 43/45 to highway 3, then west along highway 3 (CG470458, CG460510, CG340532, CG318390, CG266408, CG218404, CG202420, CG172414, CG026418, CG102414, CG048456, CG002472, BG972464, BG934460 and BG906460).

c. Region III is the central section of South Korea, bordered on the west by the Yellow Sea, east by the Sea of Japan, and southern boundary is the common boundary between Region III and Region IV. This boundary is described west to east as the boundary of the Chungcheong Namdo and Jeonla Bugdo provinces north of Kunsan to the boundary of the Chungcheong Bugdo and Kyongsang Buk provinces (vic CE974870). Then north to the border of Chungcheong Bugdo and Gang-weon Do provinces (vic DG682026). Then east along the border of the Gang-weon Do border to the coast (vic EG318114). The northern boundary is the common boundary between Region II and Region III. The northern boundary begins at coordinate BG 906460, BG934460, BG972464, CG002472, CG048456, CG102414, CG026418, CG172414, CG202420, CG218404, CG266408, CG318390, CG340532, CG460510, CG470458, CG430470, CG452486, CG422550, CG400552, CG366552, CG398578, CG382610, CG328676 and runs northeast along highway 46 to Sea of Japan.

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d. Region IV is the southern portion of South Korea consisting of everything south and east of the common boundary with Region III and Cheju-Do Island, exclusive of Kunsan AB, Kwang Ju AB, Cheong Ju AB and Kimhae AB. Bordered on the west by the Yellow Sea, the east by the Sea of Japan and south by the East China Sea.

### **D-3. EIGHTH UNITED STATES (US) ARMY AVIATION SAFETY AND STANDARDIZATION COMMITTEE.**

a. The Eighth Army Aviation Officer will establish and maintain an Aviation Safety and Standardization Committee. This Committee will function as directed by appropriate regulations, and all pertinent training publications.

b. The Eighth Army Aviation Safety and Standardization Committee will meet annually, or when directed by the Eighth U. S. Army Aviation Officer.

c. Issues from unit/region safety councils and standardization subcommittees will be accepted for consideration by the Eighth Army Safety and Standardization council.

d. The following individuals are appointed to the Eighth U.S. Army Aviation Safety and Standardization Committee:

- (1) Eighth Army Aviation Officer, Committee President.
- (2) Commander, Aviation Brigade 2ID, Chairman, Region I.
- (3) Commander, 17th Aviation Brigade, Chairman, Region II/IV.
- (4) Commander, 6th Cavalry Brigade, Region III.
- (5) Commander, 501st MI Brigade.
- (6) Commander, 52nd Medical Battalion.
- (7) Commander, 194th Maintenance Battalion (AVIM).
- (8) Commander, 602nd Aviation Support Battalion (AVIM).
- (9) G-3 Aviation Officer, Eighth United States Army Aviation Officer, Committee Secretary.
- (10) Eighth Army Standardization Officer.
- (11) Eighth Army Aviation Safety Officer.
- (12) Eighth Army Maintenance Evaluator (ME).
- (13) Eighth Army ATC Coordinator.

- (14) Eighth Army Flight Surgeon.
- (15) Eighth Army G3 Aviation Safety Officer.
- (16) Eighth Army Master Gunner.
- (17) Eighth Army Staff Weather Officer (SWO).
- (18) Standards Officer, Aviation Brigade 2ID.
- (19) Safety Officer, Aviation Brigade 2ID.
- (20) Maintenance Officer, Aviation Brigade 2ID.
- (21) Tactical Operations Officer, Aviation Brigade 2ID.
- (22) Standards Officer, 17th Aviation Brigade.
- (23) Safety Officer, 17th Aviation Brigade.
- (24) Maintenance Officer, 17th Aviation Brigade.
- (25) Tactical Operations Officer, 17th Aviation Brigade.
- (26) Standards Officer, 6th Cavalry Brigade.
- (27) Safety Officer, 6th Cavalry Brigade.
- (28) Maintenance Officer, 6th Cavalry Brigade.
- (29) Tactical Operations Officer, 6th Cavalry Brigade.
- (30) Standards Officer, 501st MI Brigade.
- (31) Safety Officer, 501st MI Brigade.
- (32) Tactical Operations Officer, 501st MI Brigade.
- (33) Standards Officer, 52nd Medical Battalion.
- (34) Safety Officer, 52nd Medical Battalion.
- (35) Commander, 20<sup>th</sup> Support Group.
- (36) Commander, 23<sup>rd</sup> Support Group.
- (37) Commander, 34<sup>th</sup> Support Group.

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e. The Eighth Army Aviation Safety and Standardization Committee provides expertise and will research, evaluate, and make recommendations on all matters pertaining to aircrew training and flight standardization and safety.

f. The Eighth Army Aviation Officer is responsible for those duties outlined in AR 95-1, when the committee is not in formal session.

### **D-4. THE EIGHTH UNITED STATES ARMY AVIATION SAFETY AND STANDARDIZATION SUBCOMMITTEES.**

a. The Eighth Army Aviation Safety and Standardization Subcommittees will be chaired as follows:

(1) Region I - Commander, Aviation Brigade, 2nd Infantry Division.

(2) Region II/IV - Commander, 17th Aviation Brigade.

(3) Region III - Commander, 6th Cavalry Brigade.

b. The regional aviation safety and standardization committee chairperson will appoint members of the aviation safety and standardization committee on orders. The Area Support commander or designated representative will be a member of each regional committee.

c. Regional standardization committees will establish local flight areas such as Nap of the Earth (NOE), contour, low-level, and NVD training routes, maintenance test flight, and local flight areas (when the airport traffic area is insufficient for local flight plan use), and other areas as required. Specific locations and procedures (flight following) for the use of this airspace will be posted at a central location within each area. These airspace areas will be developed to comply with airspace rules and regulations. An information copy of these areas, including grid coordinates and strip maps, will be sent to the 164th ATS GP, (EAAV-164-QA), Unit #15276, APO AP 96205-5276.

(1) All terrain and test flight areas will have boundaries on easily identifiable terrain.

(2) All terrain flight training routes will have a start point, release point and appropriate phase lines for safety and control.

(3) Terrain flight training routes will be reconnoitered within 30 days prior to use. Routes will be reconnoitered between 1 hour after sunrise and 1 hour before sunset.

d. Regional aviation safety and standardization committees will maintain updated information on aerodromes and heliports within their areas. Changes to flight information publications will be forwarded through Eighth Army, (EAGC-EA-ATS), Unit #15236, APO AP 96205-5236.

**APPENDIX E**

**AVIATION READINESS LEVEL (RL) SUPPLEMENTAL TRAINING REQUIREMENTS**

**E-1. PURPOSE.** These aviation RL supplemental training requirements add rigor to a unit's existing Aircrew Training Program (ATP) in order to standardize aviation training and safety for the conditions found in the ROK. The requirements in this appendix supplement the RL progression found in Aircrew Training Manuals (ATM).

**E-2. AVIATION RL SUPPLEMENTAL TRAINING CONCEPT.** An aircrew member must progress through the supplemental requirements per this Appendix and the standardized RL system to achieve a mission ready status in Korea. The following paragraphs describe the required supplemental training necessary for Eighth Army aircrew members. ATP Commanders will address each Supplemental Training Gate (STG) in the unit SOP and standardize the procedures and/or methods required to accomplish the STG.

**E-3. SUPPLEMENTAL TRAINING GATE 3 - ATP INTEGRATION.** The following requirements are conducted upon integration into the unit ATP and prior to RL2 or RL1 designation. To complete this training, an individual must--

- a. Complete a Commander's Evaluation IAW appropriate ATM.
- b. Obtain medical clearance DA Form 4186 (Medical Recommendation for Flying Duty). This form is available electronically. (See app A).
- c. Complete New Aviator Training consisting of the following:
  - (1) Proficiency assessment.
  - (2) Unit safety brief.
  - (3) Weather training including assessment of weather decision-making.
  - (4) Demonstrate proficiency in operation of ALSE.
  - (5) Individual preparation of FLIP and hazards map.
  - (6) Evaluation of proficiency in the use and content of unit reading file.
  - (7) Be considered for battle-rostering for duration of tour.



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**E-4. SUPPLEMENTAL TRAINING GATE 2 - PFE/RL3 STATUS.** The following requirements are conducted during the PFE or RL3 status and prior to RL2 or RL1 designation. To complete this training, an individual must--

- a. Complete initial base task training IAW ATM.
- b. Complete initial simulator training (if applicable simulator is available) including a minimum of 6 hours of simulator flight. ATP Commanders may reduce the 6 hour requirement based on demonstrated proficiency with a DA Form 7122 entry and Commander's signature.
- c. Complete environmental training focused on Korea environmental considerations for aviation training.
- d. Complete hazards training focused on unique hazards to flight based on the unit METL.
- e. Complete crew-coordination training as required.
- f. Complete initial Korea-specific IMC training. Commanders will develop IMC training based on aviation mishap data where appropriate.

**E-5. SUPPLEMENTAL TRAINING GATE 1 - PFE/RL3/RL2 STATUS.** The following requirements are conducted during the PFE, RL3 or RL2 status and prior to RL1 designation. To complete this training, an individual must--

- a. Demonstrate proficiency for multi-ship operations in support of unit METL.
- b. Complete training in 2000 and 3000 series tasks as required.
- c. Complete an evaluation of weather decision-making based on situation or scenario.
- d. Demonstrate proficiency in personnel recovery tasks as a crewmember IAW unit SOP.

**E-6. AVIATION TRAINING SUSTAINMENT.** Commanders will develop procedures or policies for training, to ensure individual and crew proficiency of aviators who have progressed through the Eighth Army Aviation Supplemental Training Gates. Commanders should attempt to link previous gate training to ensure crews remain mission-ready.

**E-7. AVIATION SUPPLEMENTAL TRAINING GATE PROGRAM MANAGEMENT.** Commanders will develop procedures to document STG training and completion. Documentation will be annotated in the Individual Aviator Training Folder (IATF) IAW appropriate regulations and unit SOP. STG completion documentation must be retained for historical purposes. DA Form 7122 is acceptable to document Eighth Army STG completion. Additionally, unit execution of this training concept may be reviewed at Standardization Committee, QTB, and SATB as required.

**GLOSSARY**

**Section I. ABBREVIATIONS**

ACC	air component command
ACofS	Assistant Chief of Staff
ADIZ	air defense identification zone
AGL	above ground level
AHRS	attitude and heading reference system
AIRAD	airman's advisory
AIRF	aircrew information reading file
ALSE	aviation life support equipment
ALSS	aviation life support systems
AMCOM	Army Material Command
APU	auxiliary power unit
AR	Army regulation
ARTEP	Army training and evaluation program
ASE	aircraft survivability equipment
ASET-AT	aircraft survivability equipment trainer-aircrew training
ASG	area support group
ATC	air traffic control
ATIS	automated terminal information system
ATM	aircrew training manual
ATP	aircrew training program
AWA	area weather advisory
AWDS	automated weather distribution system
CC	Command Center
CEAC	cost economic analysis center
CFC	Combined Forces Command
CG	Commanding General
CMS	combat mission simulator
CO	console operator
COR	condition of readiness
DA	Department of the Army
DES	Directorate of Evaluation and Standardization
DOD	Department of Defense
EA	Eighth United States Army
EFHP	Eighth Army Flying Hour Program
ELT	emergency locator transmitter
ERFS	extended range fuel system
EW	electronic warfare
FAC	forward air controller
FLA	flight level advisory
FHP	flying hour program
FI	flight instructor
FLIP	flight information publication
FM	field manual

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FOC	flight operations center
FRIES	fast rope insertion extraction system
FW	fixed wing
GPS	global positioning system
IATF	individual aircrew training folder
IAW	in accordance with
IE	instrument flight examiner
IMC	instrument meteorological conditions
IFF	identification, friend, or foe
IIMC	inadvertent instrument meteorological conditions
IP	instructor pilot
ISAQ	Interim Statement of Aircraft Qualification
JAAT	joint air attack team
KATUSA	Korean Augmentation to US Army
LOM	locator outer marker
MBO	Mission Briefing Officer
MCRC	Master Control Reporting Center
MDS	mission, design, series
ME	maintenance test flight evaluator
MEDEVAC	medical evacuation
METL	Mission Essential Task List
MOC	maintenance operational check
MOPP	mission-oriented protection posture
MP	maintenance test pilot
MSC	major subordinate command
MTF	maintenance test flight
MUTE	Monthly Unit Trainer and Evaluator
MWO	modification work order
NBC	nuclear, biological, and chemical
NCM	noncrewmember
NDB	non-directional radio beacon
NG	night vision goggles
NLT	not later than
NOE	nap-of-the-earth
NOTAM	notice to airmen
NRCM	nonrated crewmember
NVD	night vision device
NVG	night vision goggles
NVS	night vision system
OPTEMPO	Operating Tempo
PBG	Program Budget Guidance
PC	pilot-in-command
PCS	permanent change of station
PI	pilot
PNVS	pilot night vision sensor
POI	program of instruction
POL	petroleum, oils and lubricants

## **Glossary-2**

## **Eighth United States Army Reg 95-1**

POM	program objective memorandum
RCM	rated crewmember
RL	readiness level
ROK	Republic of Korea
RON	remain over night
RW	rotary wing
SAR	search and air rescue
SFTS	synthetic flight training systems
SI	standardization instructor
SOI	signal operation instructions
SOP	standing operating procedures
SP	standardization pilot
STG	supplemental training gate
SWO	Staff Weather Officer
PI	pilot
SPIES	single point insertion extraction system
SPINS	special instructions
STABO	stability operations
STAM	standardization message
SVFR	special visual flight rules
TDY	temporary duty
TEWT	training exercise without troops
TFU	theater forecast unit
TRADOC	United States Army Training and Doctrine Command
TWW	terminal weather warning
UNC	United Nations Command
US	United States (of America)
USAF	United States Air Force
USFK	United States Forces, Korea
UT	unit trainer
VFR	visual flight rules
VIP	very important person
VMC	visual meteorological conditions
WS	Weather Squadron

### **Section II. Special Terms**

<b>Vmc</b>	Minimum control speed with critical engine inoperative.
<b>Vsse</b>	Safe twin engine operative speed for margin against stall when making intentional abrupt engine cuts during climb after takeoff.